

**GENERAL PLAN CIRCULATION
ELEMENT**

**FOR THE
CITY OF HALF MOON BAY**

**ADOPTED
JULY 7, 1992**

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INTRODUCTION

The Circulation Element has two primary purposes:

1. To state the guiding policies of the City with respect to circulation of vehicle, pedestrian, and bicycle traffic within its planning area.
2. To identify actions, primarily intersection, lane usage and traffic control improvements on Highway 1 and Highway 92, and to provide for new roadways to accommodate projected growth under the Land Use Plan and General Plan to ensure that the goals embodied in these guiding policies will be achieved.

This Circulation Element should be considered a dynamic document that provides the conceptual basis for the City's future roadway system. The intersection and roadway improvements outlined in this Circulation Element are intended to accommodate the existing and future traffic generated as the City approaches build out based upon the General Plan and Land Use Plan. On-going monitoring studies will evaluate future needs as the land use patterns of the City evolve. It may not be necessary to install each and every improvement outlined in the text and figures. The ultimate configuration or geometrics may differ from those suggested in this Circulation Element. It may be necessary to periodically amend the Circulation Element to include other intersection or roadway improvements not currently anticipated, or delete some of those described in the adopted Element. The City will evaluate the various improvements within the physical, practical, environmental, fiscal, and social constraints that are identified at the time implementation of any improvement is proposed.

Inasmuch as the City's Land Use Plan, General Plan, and each of its Elements are considered "living" documents due to the evolutionary nature of urban growth and development patterns, this Circulation Element should be subject to comprehensive review at least once every five years.

Correlation With San Mateo County Congestion Management Plan

The San Mateo County Congestion Management Plan (CMP) adopted by the City/County Association of Governments of San Mateo County (C/CAG) has identified the segment of Highway 1 between Frenchman's Creek Road and Miramontes Road as operating at LOS E for the existing period of 1990-1991 and for cumulative growth through the year 2000. Similarly, Highway 92 between Highway 1 and Interstate 280 has been identified as operating at LOS E for the existing period of 1990-1991 and for cumulative growth through the year 2000. Therefore, as set forth in the adopted Congestion Management Plan, LOS E is the minimum acceptable Level of Service within the City during the peak morning period between 6:00 AM and 10:00 AM

and the evening commute period between 3:00 PM and 7:00 PM. The Congestion Management Plan requires the City to notify C/CAG of any General Plan Amendments, rezonings, or sets of land use projects large enough to exceed the thresholds of cumulative growth and LOS established for the roadways and intersections in the City. As noted in the CMP, any land use proposal that is consistent with these standards will be found to be in conformance with the CMP. If not, the City shall work with C/CAG to develop and define solutions and mitigation measures such as capital improvement projects including highway and transit projects, Transportation System Management Plans, Transportation Demand Management Plans, or modifications to the proposed land use changes. If a mutually satisfactory solution cannot be identified, the City will work with C/CAG to develop a Deficiency Plan. The Deficiency Plan must include an analysis of the cause of the deficiency and provide a list of improvements, with their associated cost estimates, that will either maintain the Level of Service standard set for the impacted roadways or provide a substantial improvement in the Level of Service at other locations. The Deficiency Plan must also include an Action Plan to implement the preferred alternative(s). As a last resort, C/CAG can make a determination of nonconformance with the CMP if a satisfactory plan cannot be developed. In the event C/CAG determines that the City is not in conformance with the CMP, it is understood that the State Controller will withhold the apportioned Proposition 111 fuel tax subventions to the City until the nonconformance is resolved to the satisfaction of C/CAG.

It is understood that residential growth in unincorporated areas of the County to the north, south, and east of Half Moon Bay, regional through traffic, and recreational traffic may effect the City's ability to maintain the minimum acceptable Levels of Service during peak periods.

It is recognized that the implementation of specific roadway and intersection improvements within the right of way of Highway 1 and Highway 92 will be subject to the review and approval of Caltrans.

GOALS AND POLICIES

Goal 1: Develop a Functional and Cohesive Transportation Network

The City will provide a functional and cohesive transportation network to support existing and planned land uses, and where feasible, link existing and future residential neighborhoods with the Downtown and commercial areas to reduce dependence upon Highway 1 for intra-city trips.

Supporting Policies

1. The transportation network will be planned and designed to accommodate traffic due to the build-out of the General Plan uses and densities, and to the extent practical and feasible, growth beyond the City limits, recreational, and regional through traffic.
2. Existing roads will be modified and future roads will be planned and designed to serve the functions they are intended to serve, as designated on the General Plan Circulation Map (Figure A-1).
3. The planning and design of intersection and/or roadway improvements, and any new roadways to support new residential or commercial uses in the City should be integrated into area-wide drainage plans, and water, sewer, and other utility lines.
4. Future roadways to support new residential development shall be designed and located in such a manner as to minimize non-residential through traffic while providing for intra-neighborhood accessibility and enhanced emergency access.

Goal 2: Maintain Safe and Convenient Vehicle Access

The City will maintain safe and convenient access for local and recreational traffic to and from the Downtown and regional and commuter traffic to and from outside the City.

Supporting Policies

5. The road network will be improved and planned to incorporate the adopted General Plan traffic improvements (Figure B-1) which are intended to provide acceptable Levels of Service. The City will support Level of Service (LOS) C as the desired level of service on Highway 1 and Highway 92, except during the peak commuting and recreational periods when LOS E will be considered the minimum acceptable standard.

6. To the maximum extent practical, future access along Highway 1 and Highway 92 will be limited to signalized intersections, the locations of which will be in accordance with the adopted General Plan traffic improvements (Figure B-1). Access to existing properties will be modified and consolidated at these designated locations when possible. Additional signalization of existing intersections along Highway 1 will be considered if warranted and necessary to provide safe and convenient access to and egress from established residential neighborhoods and commercial districts.

Goal 3: Encourage Alternative Modes of Transportation

The City will encourage the use of alternative modes of transportation such as bicycling, walking, and public transit to reduce single-occupancy vehicle traffic, minimize environmental impacts, and improve personal health and recreational enjoyment.

Supporting Policies

7. Safe and convenient bicycle and pedestrian access will be provided in accordance with an adopted Bicycle and Pedestrian Circulation Plan. The Plan will integrate with a road network which incorporates street, intersection, and signal designs allowing for the safety needs of bicyclists and pedestrians. The Bicycle and Pedestrian Circulation Plan should be prepared and adopted as soon as possible for integration into the Circulation Element. The Plan will complement vehicle, bicycle, and pedestrian circulation and be responsive to the changing needs of the community.
8. The City will cooperate with Samtrans in developing convenient and functional public transit. The Congestion Management Plan being prepared for the City by the Transportation System Management Plan Joint Powers Authority shall include any appropriate provisions for Public Transit to meet this Supporting Policy.
9. New residential and commercial development will be planned and designed to fully accommodate, enhance, and provide facilities for adopted bicycle, pedestrian, and public transit circulation plans.
10. The City shall actively pursue construction of the Coastal Trail and Pilarcitos Creek Trail as described in the Parks and Recreation Element and on the General Plan Circulation Map.
11. The City shall encourage pedestrian links between existing and future residential and commercial development.

Goal 4: Implement the Transportation Policies of the Land Use Plan

The Circulation Element shall implement the Transportation Policies of the City of Half Moon Bay Local Coastal Program Land Use Plan, as contained in that document and in Appendix H. This Circulation Element shall also be reviewed in conjunction with any proposed amendments to the Transportation Policies of the Land Use Plan.

Goal 5: Improve Emergency Vehicle Service and Accessibility
Throughout the City

The City of Half Moon Bay and the Half Moon Bay Fire Protection District shall cooperate in improving emergency service and response times.

Supporting Policies:

12. The City of Half Moon Bay and the Half Moon Bay Fire Protection District shall jointly encourage Caltrans to allow preemption over signalized intersections to local emergency service agencies and providers as a means to improve and enhance emergency vehicle response times.
13. That where practical and feasible, alternate emergency vehicle routes shall be provided parallel to Highway 1 and Highway 92.

IMPLEMENTING ACTIONS

The Implementing Actions outlined herein are intended to implement the specific Goals and Supporting Policies of the Circulation Element, all other Elements of the General Plan, and the Land Use Plan.

Vehicle Circulation and Access

- A. Prepare and implement a Congestion Management Plan as mandated.

The City of Half Moon Bay has entered into a Joint Powers Agreement (JPA) with the Cities of Brisbane, Colma, Daly City, Millbrae, Pacifica, San Bruno and South San Francisco. The JPA has retained a Coordinator and the data collection and initial plan preparation have commenced.

- B. Conduct weekday and weekend peak hour vehicle turning movement counts at Highway 1/Highway 92, Highway 1/Main Street(north), and Highway 92/Main Street. These counts will be conducted yearly, provided impact fee or other funding is available, during a designated peak summer week of recreational traffic to monitor intersection operations. An annual report will be prepared, based on the counts, to document the cumulative traffic impacts due to the ongoing build-out of the General Plan land uses and regional growth.
- C. Implement the General Plan roadway, intersection, and traffic control improvements as they are warranted (see Figures A-1 and B-1). The timing of the improvements will be guided by annual monitoring counts, individual site traffic impact studies, negotiations with existing residential and commercial property owners, and formal agreements with developers. As a part of its annual review and adoption of the Capitol Improvement Plan (CIP), the City Council shall identify specific priority roadway and/or intersection improvement projects for implementation during the upcoming fiscal year. The City shall cooperate with C/CAG to ensure that the roadway and intersection improvement projects and timing of the C/CAG Capitol Improvement Plan are consistent with the City's CIP.
- D. Use the functional road classification standards, as indicated on the General Plan Circulation Map (see Figure A-1) and as defined in Appendix A, to guide the planning and design of the adopted General Plan road, intersection, and traffic control improvements.

- E. Develop and adopt official plan lines for future roads, and existing roads targeted for improvement, that are designated as limited access highways and arterials (Figure A-1). Development will be set back along the entire right-of-way with sufficient width to accommodate General Plan traffic improvements.
- F. Develop and implement comprehensive City-wide traffic impact fees for new residential and commercial development to help finance the planning, design, construction, maintenance, and the traffic monitoring of the General Plan traffic, pedestrian, bicycle, and transit improvements.
- G. Develop and maintain a City-wide Accident Map to track accidents within the public right-of-way involving automobiles, bicycles, and pedestrians. An annual report will be prepared by the Police Department to analyze and recommend improvements at locations with a high number or recurring pattern of accidents.

The formation of a Traffic Safety Committee, consisting of the Public Works Director, Planning Director, Maintenance Supervisor, and Police Traffic Officer, and any other appointees of the City Council will be considered to address critical safety issues requiring prompt action.

- H. The City of Half Moon Bay shall encourage the County of San Mateo to participate in the City's Traffic Mitigation Fee Program due to the impact on Highway 1 and 92 of existing and future development in the unincorporated areas to the north, east, and south of the City limits.
- I. A Traffic Study shall be prepared by a qualified Traffic Engineer and submitted in conjunction with all other applications for any development proposal of 20 or more dwelling units, any new commercial development of more than 20,000 square feet of gross floor area, or for any other development proposal with similar trip generation rates. Prior to submitting an application, the developer shall review the scope and content of the Traffic Study with the Planning Director. At a minimum, the Traffic Study shall address:
 - 1. The total number of vehicle trips generated by the proposed project during the P.M. peak period, based upon the Traffic Generation rates published by the Institute of Transportation Engineers.
 - 2. The identification of specific intersections that may be impacted by the proposed development.
 - 3. The existing Volume/Capacity ratio of the impacted intersections.

4. The Volume/Capacity ratio of the impacted intersections based upon existing conditions plus all previously approved but not yet built projects.
5. The Volume/Capacity ratio of the impacted intersections based upon existing traffic, previously approved but not yet built projects, and traffic from the proposed development.
6. In the event a proposed development causes an increase in the Vehicle/Capacity ratio of 0.02 or greater at any impacted intersection, the Traffic Analysis shall identify any mitigation measures necessary to ensure that the Levels of Service at any intersection are not reduced as a result of the proposed project.

The Planning Commission and City Council shall review the Traffic Analysis in conjunction with all other discretionary permits. Specific mitigation measures determined to be necessary to ensure that the Levels of Service at any intersection are not reduced as a result of the proposed project shall also be considered during the project review process.

Alternative Modes of Transportation

- I. Develop and implement a comprehensive City-wide Bicycle, Trail, and Pedestrian Circulation Plan.
- J. Support the County of San Mateo and the Metropolitan Transportation Commission (MTC) to develop and implement a functional Public Transit Plan.

STUDY PARAMETERS AND PARTICIPANTS

TJKM Transportation Consultants was retained by the City of Half Moon Bay to prepare the Circulation Element of the General Plan. A technical circulation study was conducted to serve as the basis for developing the Circulation Element. This technical study considers:

- . Existing weekday and weekend traffic patterns.
- . Major intersections along Highway 1 and Highway 92.
- . Potential growth within the City of Half Moon Bay.
- . Traffic growth related to development outside the City which would add "through" traffic.
- . Ultimate circulation plans and intersection traffic control needed to serve anticipated growth.

TJKM Personnel:

Mr. Chris Kinzel, P.E., Principal in Charge
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Mr. David Othling, Project Manager
Mr. Richard Mleczo, Data Collection and Technical Support
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Ms. Carol Ancog, Word Processing

Persons Consulted:

Mr. Chris Gustin, Planning Director, City of Half Moon Bay
Mr. Mike Smith, Public Works Director, City of Half Moon Bay
Ms. Amy French, Planner, City of Half Moon Bay
Mr. Chuck Purvis, Metropolitan Transportation Commission

APPENDIX A

GENERAL PLAN CIRCULATION MAP



GENERAL PLAN CIRCULATION MAP

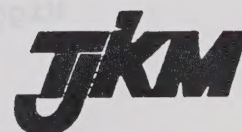


FIGURE
A-1

APPENDIX A

General Plan Circulation Map

The locations and functional classifications of major existing and planned limited access and arterial streets, serving as the backbone of the City of Half Moon Bay transportation network, are shown on the General Plan Circulation Map (see Figure A-1).

The functional classifications of roads in the City of Half Moon Bay are as follows:

Limited Access: Limited or controlled access highways serve inter-urban, statewide, and interstate travel. In view of these functions, as well as the fact that the planning of these facilities rests largely with agencies other than the City, the Circulation Element policies of the General Plan seek to reduce dependence upon highway facilities for local trip making. Access to existing and future development in the City of Half Moon Bay will be consolidated at designated signalized locations when possible.

The following roads are classified as Limited Access within the City of Half Moon Bay and should be modified to function as such:

- . Highway 1
- . Highway 92

Arterial: Arterial streets primarily serve intracity travel, carrying traffic from collector streets to and from other parts of the City. Access to abutting property is subordinate to the primary function of moving traffic between residential neighborhoods and the Downtown and commercial areas. The number of direct access driveways should therefore be minimized.

The following roads are classified as Arterials within the City of Half Moon Bay and should be modified or planned as such:

- . Foothill Boulevard
- . Bayview Drive
- . Stone Pine Road
- . Main Street
- . Kelly Avenue
- . Higgins Purissima Road and Extension

Collector: Collector streets directly or indirectly link local streets with arterials and are designed to primarily serve residential and recreational traffic. This traffic may include trips between adjacent neighborhoods, but collectors are not intended to handle cross-town traffic. An important collector street function is to provide access to abutting property. However, direct driveway access should be minimized on high-volume collectors, such as those along Highway 1 at signalized locations, for reasons of both traffic safety and residential livability.

The following roads are classified as Collectors within the City of Half Moon Bay and should be modified or planned as such:

- . Mirada Road-Alto Avenue
- . Young Avenue
- . Venice Boulevard
- . Frenchman's Creek Road
- . Frontage Road (or alternative)
- . Fairway Drive
- . Miramontes Point Road-Miramontes Road
- . Golden Gate Drive and extensions
- . Alameda Avenue
- . Future Roadway through Nurserymen's Exchange property

Typical design standards for new residential collector streets shall provide for two lanes (one travel lane in each direction), a street section of 40 feet with parking allowed on both sides of the street, and a total right of way width of 60 feet. Unless otherwise approved by the City Council, new residential collector streets shall include sidewalks on both sides of the street.

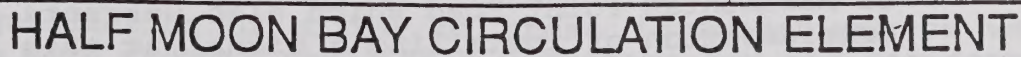
Local Access: Local streets are intended to provide direct access to abutting land uses.

Existing roads in the City of Half Moon Bay, not designated as an Arterial or Limited Access, will be classified as Local or Collector streets based on their current design and usage. Future roads, not included in one of the above categories, will be planned as Local Streets.

Typical design standards for new local access streets shall provide for two lanes (one travel lane in each direction), a street section of 36 feet with parking allowed on both sides of the street, and a total right of way width of 50 feet. Unless otherwise approved by the City Council, new local access streets shall include sidewalks on both sides of the street.

APPENDIX B

TRAFFIC IMPROVEMENTS ADOPTED AS PART OF THE GENERAL PLAN



APPENDIX B

Traffic Improvements Adopted as Part of the General Plan

The lane usage and traffic control improvements recommended or planned at each study intersection and major road to accommodate traffic volumes due to the build-out of the Half Moon Bay General Plan land uses and regional growth are discussed below (see Figure B-1). It may not be necessary to install each and every improvement outlined in the text and figures, but as a part of the on-going monitoring studies, an evaluation of future needs will be made when and as necessary and appropriate. Similarly, as the land use patterns of the City evolve in the future, it may be necessary to amend the Circulation Element to include other intersection or roadway improvements not currently anticipated, or delete those in the adopted Element. Additional intersection and roadway improvements may be needed at existing non-study locations along Highway 1 to provide safe and convenient access to established and future residential neighborhoods and commercial districts.

Intersection Improvements

1. Miramontes Point Road-Miramontes Road/Highway 1

The traffic signal at this location serves as the southern gateway to the City.

Miramontes Road should be realigned with Miramontes Point Road to eliminate conflicts between left turns from each approach.

Right-of-way should be reserved for a separate right turn lane for north bound vehicles turning easterly onto Miramontes Road, and a separate right turn lane westbound for vehicles on Miramontes Road merging into a northbound travel lane on Highway 1. This configuration provides for the proposed Farm Labor Housing Project in the County lands to the east of the City limits.

2. Fairway Drive/Highway 1

This location is the only three-way (tee) intersection along Highway 1 recommended for future signalization.

The intersection is located about one quarter of a mile north of Miramontes Point Road which also warrants a traffic signal. Consideration of installing a signal at this intersection will be expedited in the event the signal at the intersection of Highway 1 and Miramontes Point Road is not installed within the next five years (1997), or if signal warrants are met sooner as a result of new development within Ocean Colony or

increased traffic volumes on Highway 1. Should the signal be installed at the intersection of Highway 1 and Miramontes Point Road and a signalized intersection is ultimately not warranted at Fairway Drive, consideration may be given to altering the existing striping plan to provide improved access and egress from Ocean Colony, including but not limited to acceleration and deceleration lanes and stacking areas.

3. Main Street(south)-Higgins Purissima Road/Highway 1 South to Redondo Beach Road:

The intersection should be reconstructed to provide for the extension of Higgins Purissima Road to accommodate access between future development in the North Wavecrest Restoration Project area, Highway 1, and Main Street, and the direct movement of traffic from northbound Highway 1 to Main Street. Any future development within the North Wavecrest Project Area may necessitate an amendment to this Circulation Element to incorporate site-specific circulation system improvements if they are substantially different than the improvements provided for in the Circulation Element. Similarly, an amendment to the Circulation Element may be necessary to delete proposed improvements or roadways that may not be required as a result of implementation of the adopted Specific Plan for the North Wavecrest Project area.

No direct vehicular access between the North Wavecrest Restoration Project area and the Arleta Park neighborhood shall be permitted, except for limited emergency access. Pedestrian access between the North Wavecrest Restoration Project area and the Arleta Park neighborhood shall be encouraged.

4. Filbert Street/Highway 1 or Poplar Street/Highway 1

There ultimately may be a need to install a signal between the Main Street(south)-Higgins Purissima Road/Highway 1 intersection and Kelly Avenue. Two potential locations are at Filbert Street or Poplar Street. Either The intersection will complement the operation of the neighboring traffic signals at Kelly Avenue and Main Street (south) by providing secondary signalized access to the Downtown from Highway 1 and residential areas on the east side of Highway 1, and the public beach and residential neighborhoods to the west of Highway 1.

There are advantages as well as disadvantages to installing a signal at either of these two intersections. Should signalization of either of these intersections be warranted, the City Council shall hold workshops for the residents in the immediate area prior to a decision being made by the City Council.

5. Kelly Avenue/Highway 1

The design and signage of the southbound Highway 1 approach should emphasize the use of Kelly Avenue as the primary access to the Downtown from southbound Highway 1.

6. Highway 92/Highway 1

The intersection signal phasing and approach lane design must maximize the smooth flow of traffic between Highway 92 and Highway 1 to the north. Providing a second left-turn lane on southbound Highway 1 and a westbound free flow right-turn lane, extending from Highway 92 through the signal at Main Street to the north, will help.

7. Main Street(north)/Highway 1

Providing three through lanes on the southbound Highway 1 approach will allow the through lane nearest the median to function as a "trap lane", an extension of one of the southbound left-turn lanes at Highway 92/Highway 1. The third through lane on the northbound Highway 1 approach is the northern extension of the free flow right-turn lane from Highway 92.

A free flow right-turn lane from Main Street and a second left-turn lane from southbound Highway 1 will complement the operation of the Highway 1/Highway 92 signal by providing an alternative link between Highway 92 and Highway 12 to the north during peak periods. Additional signing along southbound Highway 1 may help in this regard, while also emphasizing Kelly Avenue as the primary Downtown access.

The intersection effectively defines the northern limit of the Downtown commercial area.

8. Belleville Boulevard/Highway 1

The extension of the Frontage Road or the provision of a parallel route to the west, to intersect with Grand Boulevard and Belleville Boulevard, will provide access to Bayview Drive and Highway 1. This alternative access must be provided to coincide with the closure of Belleville Boulevard at Highway 1. Consideration should also be given to providing for access to the Strawflower Shopping Center from Belleville Boulevard or Grand Boulevard in the vicinity of Saint James Avenue upon completion of the frontage road improvements as an alternative to the use of Highway 1 by local traffic. These improvements should be implemented in conjunction with the proposed Caltrans project to widen Highway 1 to two full travel lanes

in each direction. In the event the widening of Highway 1 severely reduces or eliminates the Frontage Road, the City Council shall reconsider the improvements proposed for this area.

The review of any future development proposals to the north of the Ocean Shore Tract shall include the potential for extending Saint James Avenue or some other similar alternative to facilitate access to the Strawflower Shopping Center from existing and future development between Strawflower Center and Casa del Mar.

9. Grand Boulevard/Highway 1

The extension of Frontage Road or the provision of a parallel route to the west, to intersect with Grand Boulevard and Belleville Boulevard, will provide access to Bayview Drive and Highway 1. This alternative access must be provided to coincide with the closure of Grand Boulevard at Highway 1.

Consideration shall be given to implementing this improvement in conjunction with the proposed Caltrans project to widen Highway 1 to two full travel lanes in each direction. In the event the widening of Highway 1 severely reduces or eliminates the Frontage Road, the City Council shall reconsider the improvements proposed for this area.

10. Terrace Avenue/Highway 1

Alternative access to Highway 1 at Bayview Drive, via the extension of Golden Gate Drive, must be provided to coincide with the closure of Terrace Avenue at Highway 1.

Consideration shall be given to implementing this improvement in conjunction with the proposed Caltrans project to widen Highway 1 to two full travel lanes in each direction.

11. Grandview Boulevard/Highway 1

Alternative access to Highway 1 at Bayview Drive or Spindrift Way, via the extension of Golden Gate Drive, must be provided to coincide with the closure of Grandview Boulevard at Hwy. 1.

Consideration shall be given to implementing this improvement in conjunction with the proposed Caltrans project to widen Highway 1 to two full travel lanes in each direction.

12. Kehoe Avenue/Highway 1

Kehoe Avenue is too close to Bayview Drive to be a good candidate for signalization. The Frontage Road along the westerly side of Highway 1 shall be improved to facilitate

access from the Casa del Mar neighborhood to the proposed signalized intersection at Bayview Drive, thereby improving access and egress from Casa del Mar. The current access points for Casa del Mar at Kehoe Avenue and at the northerly extension of the frontage road should remain open. Subsequent to the installation of the signal at Bayview Drive and the Frontage Road, consideration may be given to restricting access at these points to right turn in and out only.

Consideration shall be given to implementing this improvement in conjunction with the proposed Caltrans project to widen Highway 1 to two full travel lanes in each direction. In the event the widening of Highway 1 severely reduces or eliminates the Frontage Road, the City Council shall reconsider the improvements proposed for this area.

13. Spindrift Way/Highway 1

In conjunction with the future development of the vacant lands surrounding the Sea Haven neighborhood, the primary access road for the northerly portion would be Frenchman's Creek Road (Gum Tree Lane) or a similar alternative east/west roadway aligned with Venice Boulevard to the west connecting to the future extension of Foothill Boulevard. Hawser Lane in Sea Haven should be extended to the north connecting to this east/west roadway. Spinnaker Lane should be extended to the south, connecting to an extension of Golden Gate Drive. This would reduce traffic using Spindrift Way as the primary access/egress point for the Sea Haven neighborhood. Closing this access to Highway 1 may ultimately be warranted. Ultimate connection of Spindrift Way to the future Foothill Boulevard may not be practical or necessary given these improvements. This would facilitate a more easterly alignment of Foothill Boulevard in this area, reducing the potential traffic and noise impact on the existing Sea Haven neighborhood.

14. Ruisseau Francais Avenue/Highway 1

There are several potential alternatives to improving access to the Frenchman's Creek neighborhood, as well as providing for access to the lands to the east of the existing subdivision (Frenchman's Creek East). Two key concerns that must be included in any discussion of circulation system improvements to benefit this neighborhood are emergency vehicle access and the additional traffic generated by development of the lands to the north and east.

In conjunction with the ultimate development of the lands to the north of Frenchman's Creek, Young Avenue shall be extended to the east and a signalized intersection installed at Highway 1. Consideration should be given to extending Le Blanc Court to Young Avenue.

As a part of the review of any development proposal for the lands to the east of Frenchman's Creek, consideration should be given to providing an access road around the existing neighborhood connecting to the extension of Young Avenue as an alternative to direct access to Highway 1 from Ruisseau Francais. In the event Foothill Boulevard is extended northward across Frenchman's Creek to serve as the aforementioned access road, the alignment shall consider all potential impacts to existing residents of the Frenchman's Creek neighborhood.

15. Venice Boulevard-Frenchman's Creek Road (Gum Tree Lane)
Highway 1

Venice Boulevard is intended to continue to serve as a primary beach access road. In conjunction with the future residential development of the Venice Beach area to the north of Casa del Mar and to the south of Frenchman's Creek on the west side of Highway 1, consideration shall be given to relocating either the Venice Boulevard or Frenchman's Creek Road (Gum Tree Lane) rights-of-way into alignment. Future development proposals involving either of these two roadways shall address the ultimate alignment of the roads on both sides of the Highway. The signalized intersection to be installed at this location would also provide access to Highway 1 from the frontage road along the west side of Highway 1.

16. Mirada Road-Alto Avenue/Highway 1

The traffic signal at this location serves as the northern gateway to the City.

The intersection borders on the unincorporated community of El Granada and is the northern limit of the study area. A signal at this intersection will complement the operation of the proposed signal at Young Avenue. In conjunction with the ultimate development of the Nurserymen's Exchange property and other lands to the north of Frenchman's Creek on the east side of Highway 1, any collector streets shall connect to Alto Avenue and/or Young Avenue for access to signalized intersections at Highway 1. Signalized intersections at Mirada Road/Alto Avenue and Young Avenue at Highway 1 will allow internal collector streets to connect to a signalized intersection, eliminating the need for direct access to Highway 1. The location of the future collector streets on the east side of Highway 1 indicated on Figure A-1 are conceptual only. The precise alignment will be defined in conjunction with the review of any future development proposals. Alameda Avenue shall serve as the collector street on the west side of Highway 1.

17. Main Street/Highway 92

The intersection is the primary access between the Downtown and Highway 92 and also allows Downtown traffic accessing northbound Highway 1 to bypass the Highway 92/Highway 1 intersection.

Separate turn lanes to and from the north complement the operation of the Main Street (north)/Highway 1 signal and allow Main Street, north of Highway 92, to function as an alternative link between Highway 1 and Highway 92 during peak periods.

The existing northbound right-turn lane needs to be extended to allow vehicles leaving the Downtown to access eastbound Highway 92 without being obstructed by the stacking of northbound through traffic.

18. Foothill Boulevard-Stone Pine Road/Highway 92

The intersection links commercial and industrial land uses north and south of Highway 92 and provides the only alternative to Highway 1 for access between northern residential areas to the west and east of Highway 1, and the Downtown area.

Separate turn lanes to and from Stone Pine Road emphasize the intersection as an alternative to the Main Street/Highway 92 signal for access to and from Main Street and the Downtown area during peak periods.

The traffic signal at this location will serve as the eastern gateway to the City and the easterly access to the Downtown commercial core and residential areas east of Highway 1.

19. Bayview Drive/Highway 1

The intersection links existing and future residential neighborhoods, west and east of Highway 1. Bayview Drive is one of two signalized intersections north of Highway 92 providing an alternative to Highway 1, via Foothill Boulevard, for local trips to and from the Downtown.

Road Improvements

A. Highway 1

Caltrans plans to widen Highway 1 from a two-lane to a four-lane section within the City limits with construction commencing in 1998. Improvement plans will be developed based on traffic data to be provided by the City.¹

B. Highway 92

Widening and intersection improvements are planned at Highway 1, Main Street, and the proposed Foothill Boulevard.²

C. Foothill Boulevard

Foothill Boulevard is planned to extend from a signalized intersection at Highway 92 north to an all-way stop sign-controlled intersection at the proposed Bayview Drive. Preliminary design plans indicate a two-lane undivided section within an eighty foot minimum right-of-way.³ Ultimately Foothill Boulevard will be extended southward across Highway 92 connecting to Stone Pine Road to provide alternate access/egress for the residents and commercial uses in Stone Pine and traffic to and from the Downtown area.

The extension of Foothill Boulevard from Bayview Drive to Frenchman's Creek Road (Gum Tree Lane) was recommended in the Half Moon Bay Local Coastal Program. Ultimately Foothill Boulevard may be extended northward across Frenchman's Creek connecting to the easterly extension of Young Avenue. It is recognized that there may be fiscal, environmental, and engineering constraints to the proposed extension across Frenchman's Creek which will have to be identified and resolved at such time as the lands surrounding the Sea Haven neighborhood and/or the lands to the east of the Frenchman's Creek subdivision are developed.

A precise alignment has not been established for the extension of Foothill Boulevard beyond Grandview Boulevard northerly across Frenchman's Creek Road (Gum Tree Lane) to the easterly extension of Young Avenue. Extensive environmental and engineering studies are necessary to establish the final alignment. As development proposals for the vacant lands surrounding the Sea Haven neighborhood are processed, a precise alignment will be established, based upon a variety of factors including environmental constraints, the potential impact to the existing residences on Bark Court, and the Coastal Commission mandate that Foothill Boulevard be constructed as an alternative to Highway 1 for improved coastal access.

D. Bayview Drive

Bayview Drive is planned to extend from a signalized intersection at Highway 1, between Terrace Avenue and Grandview Boulevard, to an all-way stop sign-controlled intersection at proposed Foothill Boulevard. Preliminary design plans indicate a four-lane undivided section within a ninety foot right-of-way.⁴

E. Stone Pine Road

Currently extending east from a stop sign-controlled intersection at Main Street, Stone Pine Road is planned to connect with Foothill Boulevard at a signalized intersection at Highway 92. Preliminary design plans indicate a two-lane undivided section.⁵

Consideration should be given to ultimately extending Stone Pine Road to the west across Main Street to provide an alternative access to the property at the south east corner of Highway 1 and Highway 92. At such time as Stone Pine Road is extended to connect to Highway 92 at its intersection with Foothill Boulevard, this extension will provide a viable alternative access that would relieve congestion at the intersections of Main Street and Highway 92, and Highway 92 and Highway 1. In addition, should a bridge be constructed across Pilarcitos Creek connecting portions of the Downtown Historic District to this site with direct access to Highway 92 via Stone Pine Road, there should also be measurable improvements in the circulation of vehicles within the Downtown Historic District.

The precise roadway alignments and intersection geometrics will be determined in the future.

F. Golden Gate Drive

Three separate sections exist at Spindrift Way, Grandview Boulevard, and between Terrace Avenue and Highway Avenue. Golden Gate Drive is planned to extend between Highland Avenue and Spindrift Way as one continuous two-lane undivided section with a fifty foot right-of-way.⁴

The precise geometrics of this intersection will be determined in the future.

G. Collector Road between Casa del Mar and Strawflower Center

In conjunction with the future development of the lands to the south of Casa del Mar and to the north of the Ocean Shore subdivision, consideration shall be given to constructing an extension of Pilarcitos Avenue south to Strawflower Center to provide an alternative to the use of Highway 1 for access to

shopping areas. This road shall not be designed to allow beach access, nor shall Pilarcitos Avenue be extended northward beyond Wave Avenue.

H. Venice Boulevard

Venice Boulevard shall serve as the primary beach access road for the area between Pilarcitos Creek and Frenchman's Creek. Any future development proposals for the lands on either side of Venice Boulevard shall use this road for access to Highway 1, and provide for intra-neighborhood accessibility and emergency access while discouraging non-residential through traffic which would impact existing neighborhoods in the vicinity. The existing pedestrian/equestrian bridge across Frenchman's Creek may serve as an alternate emergency vehicle route only.

The precise geometrics of the intersection of Venice Boulevard and Highway 1 and the location of any roadways to serve new development in the area will be determined in the future.

I. Young Avenue

The provision of a new four-way signalized intersection along Highway 1 at or near Young Avenue will provide access for existing and future residential development east and west of Highway 1. Young Avenue will serve as the primary beach access road for the area between Frenchman's Creek and Mirada Road. Any future development proposals for the lands on either side of Young Avenue shall use this road for access to Highway 1, and provide for intra-neighborhood accessibility and emergency access while discouraging non-residential through traffic which would impact existing neighborhoods in the vicinity. Consideration should also be given to extending Alameda Avenue southward to Young Avenue as a means of providing for emergency access.

The precise geometrics of the intersection of Young Avenue and Highway 1 and the location of roadways to serve new development will be determined in the future.

K. Higgins Purissima Road

The extension of Higgins Purissima Road to the west from a signalized intersection at Highway 1 was recommended in the Half Moon Bay Local Coastal Program. The extension provides for the direct movement of traffic between residential areas west of Highway 1 and Main Street.

In the event Higgins Purissima Road is extended to the west to serve future development in the North Wavecrest Restoration Project area, no direct vehicular access shall be permitted between the North Wavecrest Restoration Project area and the

Arleta Park neighborhood, except for limited emergency access. Pedestrian access between the North Wavecrest Restoration Project area and the Arleta Park neighborhood shall be encouraged.

OPERATIONAL IMPROVEMENTS

The potential exists for the City and Caltrans to develop interim solutions to the intersection operation within Highway 92/Main Street/Highway 1 triangle. These solutions could include operational changes such adjusting signal phasing or placing a Traffic Control Officer at an intersection during peak traffic periods or emergencies. Any such operation change shall be reviewed and approved by the City Council and Caltrans prior to implementation.

References:

1. Mr. John Lau, Senior Transportation Engineer, Caltrans, May 13, 1991.
2. State Transportation Improvement Program (1990/91 through 1996/97), Caltrans, adopted September, 1990.
3. Foothill Boulevard Assessment District Improvement Plans. Brian-Kangas-Foulk, September 20, 1989.
4. Beachwood Subdivision Improvement Plans, Brian-Kangas-Foulk, September 20, 1990.
5. Preliminary Layout - Stone Pine Extension, Brian-Kangas-Foulk, March 5, 1990.

APPENDIX C

TRAFFIC FORECAST METHODOLOGY

APPENDIX C

Traffic Forecast Methodology

Existing Conditions

Daily traffic counts, conducted along Highway 1 and Highway 92 during the entire week of Tuesday, February 26 through Monday, March 4, 1991 indicate that weekday intersection operations are most critical from 4:00 to 6:00 p.m. Similar counts, conducted from Friday, April 12 through Thursday, April 18, 1991, indicate peak weekend intersection operations occur on Saturdays from 11:00 to 1:00 p.m.

Vehicle turning movement counts were conducted at each study intersection during the peak periods indicated by the daily counts. The weekday intersection counts, conducted on Tuesday, February 26 and Wednesday, February 27, 1991, indicate peak hour intersection operations from 4:30 to 5:30 p.m. The weekend counts, conducted on Saturday, April 20 and 27, 1991, indicate a peak hour of 11:45 to 12:45 p.m.

The weekday counts represent normal commuter traffic conditions on an average weekday during the year. The City indicated that local weekend traffic would likely peak during May, coinciding with weather conditions optimal for recreational activities and traffic. The actual weekend counts, however, were conducted earlier to avoid the repaving of Highway 1 as initially scheduled by Caltrans. Therefore, the weekend counts probably represent traffic conditions that understate the effects of peak local and regional recreational traffic.

The existing weekday and weekend peak hour intersection volumes used for the Existing Conditions analysis are illustrated in Figure C-1. The existing intersection lane usage and traffic control, documented during the counts, is illustrated in Figure C-2.

Saturation flow studies were conducted at Highway 92/Highway 1, Main Street (north)/Highway 1, Kelly Avenue/Highway 1, and Main Street/Highway 92 to determine current vehicle capacities of local signalized intersections. The studies indicate that local signalized intersections can accommodate an average of 1,650 vehicles per through lane and 1,500 vehicles per turn lane, or combined through and turn lane, based on one hour of approach green time.

Intersection levels of service (LOS) at signalized locations are determined based on these approach lane capacities and a critical lane methodology relating volume-capacity ratios to LOS. Levels of service at unsignalized intersections are calculated by relating minor street reserve capacities to levels of service as recommended by the Transportation Research Board¹. Both methodologies are described in Appendix D. The LOS for Existing Conditions is summarized in Table C-1. The detailed LOS calculations are in Appendix E. A comparison of the existing LOS shows that some intersections have similar or worse delays on the weekday as compared to the weekend. Therefore, both the weekday and weekend peak hours are analyzed under Future Conditions.

The impacts due to through traffic, from existing development outside of the City, are reflected in the LOS analysis, but are not separately identified. The impacts of this through traffic on the existing operations of Highway 1 and Highway 92, within the City, appear significant when considering that there are a total of 4,929 dwelling units north and south of the City, in the unincorporated communities of El Granada, Moss Beach, Princeton, Montara, San Gregorio, and Pescadero². This is almost one and one-half times the 3,438 dwelling units that are in Half Moon Bay.

Future Conditions

Anticipated Development

Projections of future development densities in the City of Half Moon Bay, accounting for potential new development and intensification and infill of existing areas, was provided by the Planning staff. The land use data was aggregated into Traffic Analysis Zones (TAZ) to help with the generation and assignment of future vehicle traffic.

The General Plan land use data is an estimate of the build-out of the City based on current zoning and development regulations. The build-out of Half Moon Bay in twenty years (year 2011) is assumed to allow for an estimation of traffic growth along Highway 1 and Highway 92 due to future development outside of the City. The future traffic forecasts assume that the Existing Condition land use densities, listed in Table C-2, were fully operational when the existing traffic counts were conducted in February and April of 1991. Future land use descriptions and densities, by TAZ, are also listed in Table C-2. The general locations of future development are shown in Figure C-3.

Traffic Generation

Institute of Transportation Engineers (ITE) vehicle trip generation rates³ are applied to each future development land use type to estimate the future vehicle trips produced by each TAZ. The trip rates used are in Table C-3.

Traffic Distribution

Existing traffic is reassigned to reflect road closures, new roads, and other new access opportunities and constraints inherent in the future road network described in Appendix B (see Figure C-4). The reassignment of existing traffic from Fairway Drive to Miramontes Point Road is also included, consistent with the Half Moon Bay Resort Hotel development plans⁴.

Strawflower Village, the Half Moon Bay Shopping Center, and the Downtown area are assumed as the existing destinations for shopping-oriented vehicle trips from new Half Moon Bay residential development. Twenty-five percent of the total weekday and twenty-five percent of the total weekend peak hour vehicle trips generated by new residential development are assigned to those three existing retail destinations⁵.

Traffic generated by new Half Moon Bay development, with destinations outside of the

City, is assigned to Highway 1 and Highway 92 based on the existing counts, and therefore reflects current circulation patterns. Detailed information regarding the future external destinations of Half Moon Bay traffic was not available from MTC.

The weekday and weekend distribution percentages, and peak hour traffic growth due to future development in Half Moon Bay, is illustrated in Figure C-5.

Through Traffic

The growth in through traffic along Highway 1 and Highway 92, due to future development outside of Half Moon Bay, is estimated by increasing the existing volumes at Highway 1/Highway 92 a total of forty-nine percent. The existing through movements of upstream and downstream intersections are increased accordingly. This growth in existing traffic, equivalent to two percent per year compounded annual for twenty years, is assumed in addition to the traffic generated by the build-out of Half Moon Bay. The assumed through traffic growth is illustrated in Figure C-6.

Future Traffic Volumes

The combined traffic generation of future Half Moon Bay and regional development increases the existing weekday (weekend) traffic by 133 (104) percent on Highway 1 north of Highway 92, 251 (166) percent on Highway 1 south of Highway 92, and 120 (102) percent on Highway 92 east of Highway 1. This is equivalent to an average annual growth factor of approximately five percent on Highway 1 and four percent on Highway 92, assuming a twenty year growth period.

The future peak hour traffic volumes illustrated in Figure C-7 are the reassigned existing volumes combined with Half Moon Bay and through traffic growth.

Intersection Operations

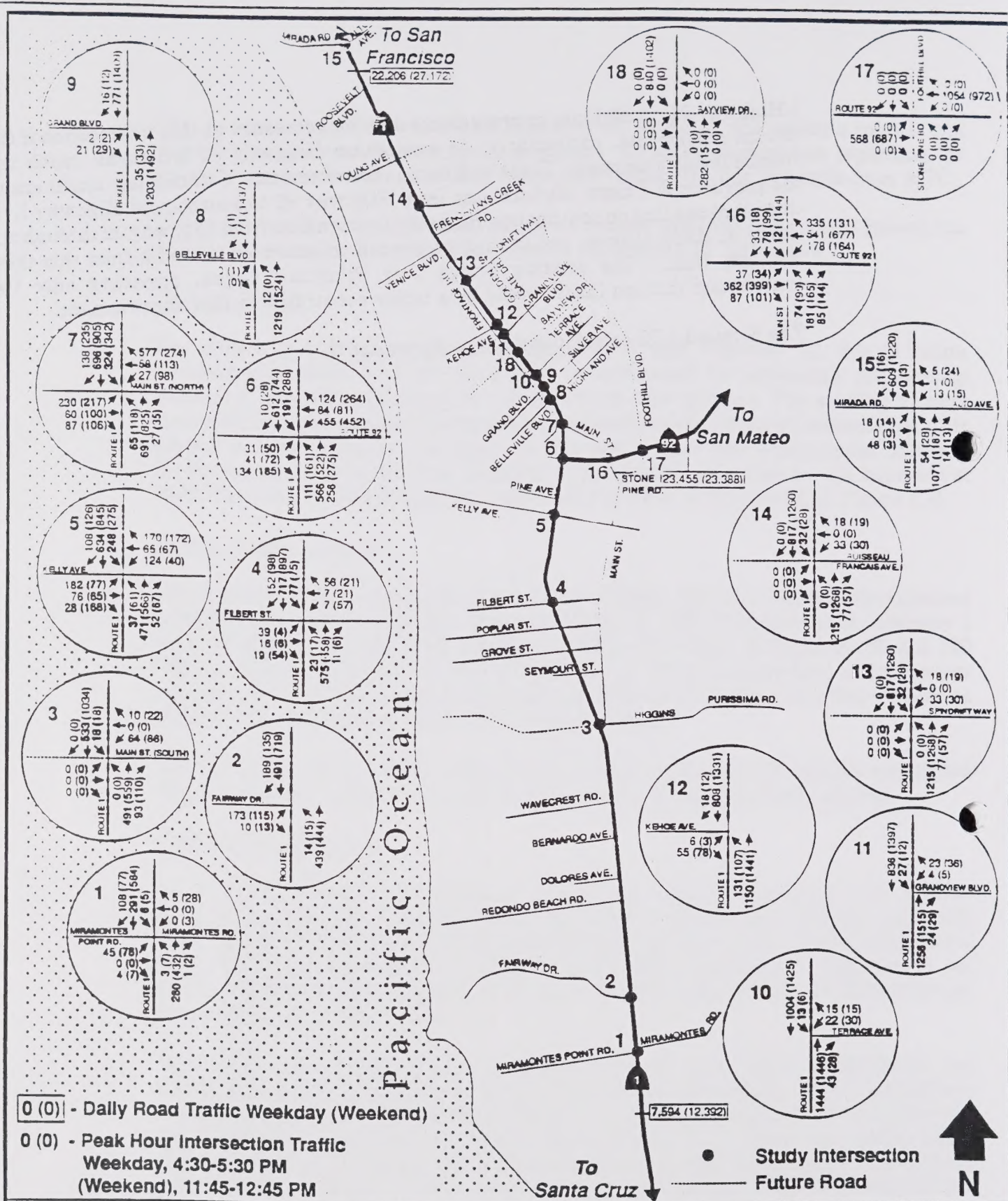
As discussed earlier, the Existing Conditions LOS calculations use average intersection approach lane capacities of 1,650 vehicles per through lane and 1,500 vehicles per turn lane, or combined through and turn lane. The calculations of future LOS assumes capacities of 1,725 and 1,650, respectively. The five to ten percent capacity increase reflects the typical operating capacities associated with new intersection design standards.

Lane usage and traffic control improvements at each study intersection are determined by using the future traffic forecasts as guidelines. The intersections studied operate at the LOS shown in Table C-4, with the implementation of the road and intersection improvements illustrated in Figure B-1. Each new traffic signal recommended meets Caltrans' Peak Hour Volume Warrant⁶, assuming 85th percentile vehicle speeds in excess of forty miles per hour on Highway 1 and Highway 92 (see Appendix F).

The Future Conditions LOS are consistent with the LOS standards for the City as specified in Supporting Policy number three, with the exception of Highway

1/Highway 92. Additional improvements may be necessary at this intersection if the critical movements, particularly the westbound Highway 92 left turns, reach the volume levels forecasted. These additional improvements, if warranted, might entail the provision of a third left-turn lane from Highway 92 to southbound Highway 1. A third through lane on southbound Highway 1, extending from Highway 92 through the signal at Kelly Avenue, would then be needed to accomodate traffic from this third left-turn lane. The existing bridge over Pilarcitos Creek, providing only two southbound through lanes, would be a major constraint to this improvement.

The detailed LOS calculations are in Appendix G.



HALF MOON BAY CIRCULATION ELEMENT

EXISTING PEAK HOUR
TRAFFIC VOLUMES

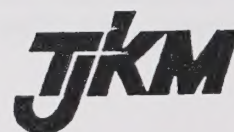
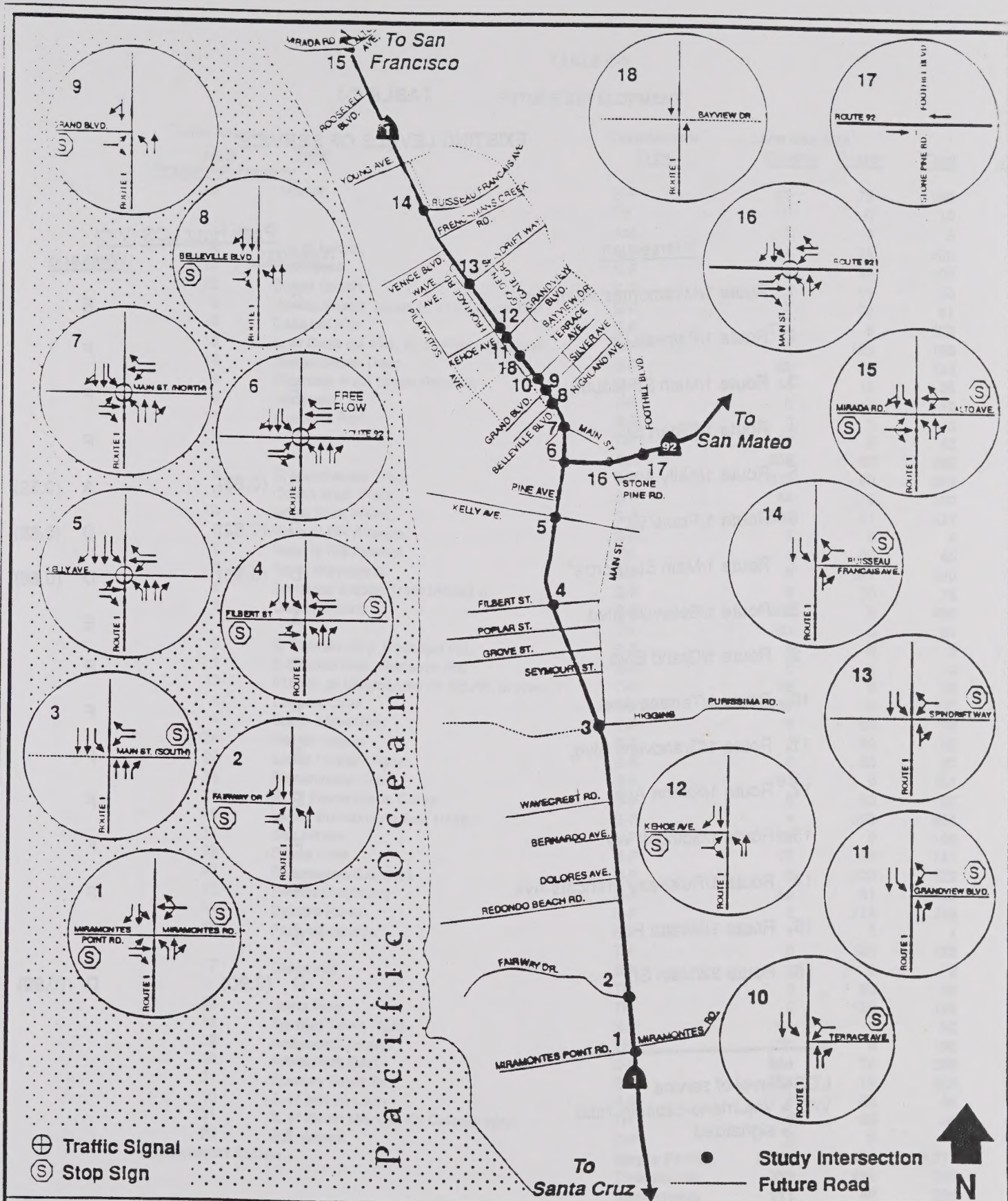


FIGURE
C-1



HALF MOON BAY CIRCULATION ELEMENT

EXISTING LANE USAGE AND
TRAFFIC CONTROL

TJKM

FIGURE
C-2

TABLE C-1
EXISTING LEVELS OF SERVICE

<u>Intersection</u>	<u>Peak Hour LOS (V/C)</u>	
	<u>Weekday</u>	<u>Weekend</u>
1. Route 1/Miramontes Point Rd.	C	E
2. Route 1/Fairway Dr.	F	F
3. Route 1/Main St. (south)	E	F
4. Route 1/Filbert St.	F	F
5. Route 1/Kelly Ave.*	B (0.66)	A (0.58)
6. Route 1/Route 92*	D (0.82)	D (0.88)
7. Route 1/Main St. (north)*	D (0.88)	D (0.86)
8. Route 1/Belleville Blvd.	A	E
9. Route 1/Grand Blvd.	D	E
10. Route 1/Terrace Ave.	F	F
11. Route 1/Grandview Blvd.	E	F
12. Route 1/Kehoe Ave.	E	F
13. Route 1/Spindrift Wy.	F	F
14. Route 1/Ruisseau Francais Ave.	F	F
15. Route 1/Mirada Rd.	E	F
16. Route 92/Main St.*	D (0.90)	D (0.90)

LOS = level of service

V/C = Volume-to-capacity ratio

* = signalized

TABLE C-II

FUTURE DEVELOPMENT

Traffic Analysis		Development Type	Land Use Size ¹		Total	Unit
Zone	Name		Existing	Future		
Residential Property						
23	Miramar	S-F	85	75	160	
		TH	10	0	10	
		Apt	5	0	5	
22	City of Naples	S-F	64	38	102	
22	Surf Beach	S-F	4	98	102	
22	Dunes Beach	S-F	1	49	50	
19	Venice Beach, Lands N. of Casa del Mar	S-F	6	75	81	
16	Casa del Mar	S-F	314	8	322	
16	S. of Casa del Mar, N. of Pilarcitos Creek	S-F	1	125	126	
14	Ocean Shore Tract	S-F	65	67	132	
9	Pilarcitos West Urban Reserve	S-F	11	15	26	
9	Matteucci	TH	0	42	42	
11	Pilarcitos Park	S-F	3	0	3	
		TH	62	0	62	
		Apt	206	80	286	
9	S. Miramontes Tract	S-F	215	80	295	
8	Ocean Blvd. Tract	S-F	84	16	100	
28	Arlota Park West	S-F	390	41	431	
7	West of RR Avenue	S-F	6	0	6	
7	West of RR Avenue	TH	0	65	65	
6	North Wavecrest	S-F	9	941	950	
6	Bernardo Station Tract (Phase I)	S-F	6	70	76	
5	Ocean Colony	S-F	406	0	406	
		TH	81	0	81	
5	S. Cabrillo Hwy., Redondo Rd.	S-F	8	0	8	
6	S. Cabrillo Hwy., Redondo Rd.	S-F	0	0	0	
47	PUD N. of Miramontes Pt. Rd./W. of Hwy. 1	TH	56	0	56	
4	Canada Cove	S-F	137	0	137	
4	South Wavecrest	S-F	0	50	50	
24	Hester-Miguel	S-F	0	50	50	
24	Lower Hester-Miguel	S-F	0	80	80	
21	Frenchmans Creek	S-F	181	0	181	
21	E. Of Frenchmans Creek	S-F	0	50	50	
18	Lands Surrounding Sea Haven	S-F	4	650	654	
18	Sea Haven	S-F	168	0	168	
29	Grand View	S-F	75	66	141	
41	Beachwood/Glencrea	S-F	0	129	129	
15	Newport/Highland	S-F	69	51	120	
41	Dykstra Ranch	S-F	0	216	216	
39	Podesta-Silvera	S-F	1	0	1	
		TH	0	125	125	
17	Carter Hill	S-F	2	0	2	
		TH	0	50	50	
		TH	0	128	128	
36	Stone Pine	S-F	91	1	92	
10	Spanish Town Tract	TH	130	0	130	
32	Amesport Landing	S-F	164	74	238	
30	Arlota Park East	S-F	304	18	322	
31	Spanish Town So.	S-F	6	50	56	
10	E. of Arroyo Leon	TH	0	35	35	
31	E. of South Main, S. Of Colonel Way	S-F	0	0	0	
25	S.E. annex.					
Residential Totals:		Single Family	2,888	3,183	6,071	
		Townhouse	339	445	784	
		Apartments	211	80	291	
Commercial Property						
40	Podesta-Silvera	Ind.	0	0	0	k
44	North Wavecrest	Retail	0	0	0	k
		Rest.	0	0	0	s
		Conference Facility	0	0	0	s
		Nursery	0	0	0	a
37	Light Industrial District (S. of Hwy. 92)	Ind.	4.9	0	4.9	k
26	Half Moon Bay Resort Hotel	Hotel	0	350	350	re
26	Golden West	Rest	144	0	144	e

TABLE C-II (continued)

FUTURE DEVELOPMENT

Traffic Analysis		Development Type	Land Use Size		Total	Unit
Zone	Name		Existing	Future		
Commercial Property (continued)						
44	Cabrillo Inn	Hotel	0	0	0	rooms
22	Surf Beach, Dunes Beach	Stables	10.8	20.0 ²	30.8	acres
43	Miramar	Rest.	0	0	0	seats
		Retail	0	0	0	k.s.f.
		Office	0	0	0	k.s.f.
		Hotel	20	0	20	rooms
22	City of Naples	Rest.	0	0	0	seats
		Office	0	0	0	k.s.f.
49	Downtown	Retail	0	0	0	k.s.f.
33	Downtown	Rest.	0	0	0	seats
		Hotel	81	52	133	rooms
		Gas Stations	8	0	8	buildings
42	Corner of S. Main/Hwy. 1	Retail	0	0	0	k.s.f.
48	Harbor Commercial	Rest.	0	0	0	seats
		Hotel	0	54	54	rooms
45	Three Amigos	Rest.	44	0	44	seats
45	Taquena La Mexicana	Rest.	40	0	40	seats
35	El Penco	Rest.	180	0	180	seats
12	Strawflower Village	Retail	116.58	0	116.58	k.s.f.
13	Half Moon Bay Shopping Center	Retail	90.24	0	90.24	k.s.f.
		Gas Station	0	0	0	buildings
38	Gas Stations, Convenience Mart	Gas Station	0	0	0	buildings
38	Pilarcitos Square	Retail	17.5	0	17.5	k.s.f.
20	Light Industrial District (N. of Hwy. 92)	Ind.	60.63	60.0	120.63	k.s.f.
43	Spanishtown Inn	Hotel	20	0	20	rooms
43	Cowboy Surf Shop	Retail	0.4	0	0.4	k.s.f.
45	Holiday Inn	Hotel	52	0	52	rooms
37	Spanish Town	Retail	0	0	0	k.s.f.
46	Del Mar Equestrian	Stables	0	0	0	acres
43	Friendly Acres	Stables	0	0	0	acres
44	Little Profit Pony Farm	Stables	0	0	0	acres
46	Sea Horse Ranch	Stables	0	0	0	acres
27	PUD N. of Miramontes Pt. Rd.	Rest.	204	0	204	seats
	NW. Of Hwy. 1	Retail	0	18.75	18.75	k.s.f.
		Office	0	6.25	6.25	k.s.f.
		Hotel	80	0	80	rooms
19	Venice Beach, Lands N. Of Casa del Mar	Stables	12.68	0	12.68	acres
16	S. of Casa del Mar, N. Of Pilarcitos Creek	Church	1	0	1	buildings
		Warehouse	1	0	1	buildings
28	Arieta Park West	Church	1	0	1	buildings
6	Bernardo Station Tract	Church	1	0	1	buildings
35	Stone Pine	Retail	0	17.4	17.4	k.s.f.
50	Stone Pine	Office	0	44.0	44.0	k.s.f.
10	Spanish Town Tract	Retail/Office	0	0	0	k.s.f.
Commercial Totals:		Restaurant	672	0	672	Seats
		Hotel	333	456	789	Rooms
		Industrial	65.53	60.0	125.53	k.s.f.
		Retail	224.72	36.15	260.87	k.s.f.
		Office	0	50.25	50.25	k.s.f.
		Stables	23.48	20.0	43.48	acres
		Nursery	0	0	0	acres
		Conference Facility	0	0	0	seats
		Church	3	0	3	Buildings
		Gas Station	8	0	8	Buildings
		Warehouse	1	0	1	Buildings

Note:

S-F	=	Single-Family
TH	=	Townhouse/Condominium
Apt.	=	Apartment
Rest.	=	Restaurant
Ind.	=	Industrial
k.s.f.	=	1,000 square feet

TJKM utilizes a method of intersection capacity analysis known as the Intersection Capacity Utilization (ICU) method. A variation (and derivation) of the TJKM method, known as the critical movement analysis, is described in *Interim Materials on Highway Capacity*, Transportation Research Circular 212, January 1980, published by the Transportation Research Board of the National Academy of Sciences. The TJKM method is similar to the Planning Applications method of Signalized Intersection Analysis described in Circular 212.

The method sums the volume-to-capacity (V/C) ratio of each governing (or critical) signal phase at an intersection to produce an overall intersection volume-to-capacity ratio. When the ratio of volume to capacity reaches unity (1.00), the intersection is "at capacity" and is described as operating at Level of Service E and approaching Level of Service F conditions. See the table "Summary of Levels of Service for Intersections" for the relationship between the level of service rating and volume-to-capacity ratio.

A sample calculation is shown on the accompanying computer print-out "TJKM Intersection Capacity Analysis." This example describes a hypothetical intersection of A Street and B Street, which is regulated by three phase traffic signals. The first phase is for southbound traffic only and contains three lanes. Right turn movements in the right lane (189 vehicles) have a smaller per lane volume than in the two remaining lanes (226 vehicles). Therefore, the length of the signal phase is governed by the traffic in the two left lanes. The capacity of Phase 1 is 2,700 vehicles per hour of green, the volume is 452 vehicles and the resulting volume-to-capacity ratio is 0.1674. Phase 2, for the northbound movements, has two lanes and a volume-to-capacity ratio of 0.1877. For Phase 3, the westbound through plus right traffic cannot proceed through the intersection at the same time as the eastbound left turn movement, even though they are on the same signal phase. Practically, the left turning vehicles and opposing through traffic alternate as gaps in traffic allow. The total Phase 3 capacity requirement is the sum of the westbound through and right combined, 0.2187, and the eastbound left, 0.0900. The critical movement V/C ratios are summed, then rounded to two decimal places. An allowance for yellow time (assumed to be lost time for vehicle movement) is added to obtain the overall intersection volume-to-capacity rating. In the example, the intersection rating of 0.76 equates to a Level of Service C designation.

The advantages of this type of capacity calculation is its direct relationship to actual intersection operations and the ease with which changes in volume or capacity (or both) can be analyzed. In addition, the level of accuracy of this method is comparable to that of the traffic projection process used to determine future traffic volumes.

SAMPLE

[illegible]

SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	15	15	1500	0.0100	
THRU (T)	518	518	3000	0.1727	
LEFT (L)	30	30	1500	0.0200	
T + R		533	3000	0.1777	
T + L		548	3000	0.1827	
T + R + L		563	3000	0.1877	0.1877
SB RIGHT (R)	189	42 *	1500	0.0280	
THRU (T)	225	225	1500	0.1500	
LEFT (L)	227	227	2700	0.0841	
T + L		452	2700	0.1674	0.1674
EB RIGHT (R)	15	0 *	1500	0.0000	
THRU (T)	623	623	3300	0.1888	
LEFT (L)	135	135	1500	0.0900	0.0900
WB RIGHT (R)	45	45	1500	0.0300	
THRU (T)	644	644	3150	0.2044	
LEFT (L)	11	11	1500	0.0073	
T + R		689	3150	0.2187	0.2187

TOTAL VOLUME-TO-CAPACITY RATIO:	0.76
INTERSECTION LEVEL OF SERVICE:	C

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1989 YY

Lane Nomenclature

X.Y Where X Denotes the number of lanes available for a particular movement.
 Y Denotes how the lanes are used.

When Y Is The following applies:

0		A lane used exclusively for a particular movement (i.e. exclusive left-turn lane).
1		A lane which is shared, that is, either of two different movements can be made from a particular lane (i.e. a lane which is shared by through and right-turn traffic).
2		Denotes two or more through lanes in which two lanes are shared, one with left-turn traffic, the other with right-turn traffic.
3		Denotes an expressway through movement.
5		Denotes a right-turn movement from an exclusive right-turn lane with right-turn arrow and U-turn prohibition on the conflicting left-turn movement.
6		Denotes a right-turn movement from a shared lane with a right-turn arrow and U-turn prohibition on the conflicting left-turn movement.
7,8,9		Denotes a turning movement which has an additional lane to turn into, as shown below
7		Turn lane which is shared and under signal control, and which has its own lane to turn into.
8		Exclusive turn lane which is under signal control, and which has its own lane to turn into.
9		Exclusive turn lane not under signal control, often referred to as a "free" turn. Since the volumes in this lane do not conflict with other intersection movements, the V/C ratio of the free right-turn movement is not included in the sum of critical V/C ratios.

TJKM YELLOW TIME ADJUSTMENT FOR CALCULATING V/C RATIOS FOR V/C CALCULATIONS

<u>Green Time</u>	<u>Add Yellow (Lost) Time</u>	<u>Total</u>			<u>V/C</u>	<u>LOS</u>
0.71	0.10	0.81				
0.72	0.10	0.82				
0.73	0.10	0.83				
0.74	0.10	0.84				
0.75	0.09	0.84				
0.76	0.09	0.85	0.00	-	0.60	A
0.77	0.08	0.85	0.61	-	0.70	B
0.78	0.08	0.86	0.71	-	0.80	C
0.79	0.07	0.86	0.81	-	0.90	D
0.80	0.07	0.87	0.91	-	1.00	E
0.81	0.06	0.87	1.00+			F
0.82	0.06	0.88				
0.83	0.05	0.88				
0.84	0.05	0.89				
0.85	0.04	0.89				
0.86	0.04	0.90				
0.87	0.03	0.90				
0.88	0.03	0.91				
0.89	0.02	0.91				
0.90	0.02	0.92				
0.91	0.01	0.92				
0.92	0.01	0.93				
0.93	0.00	0.93				

V/C = Volume-to-Capacity Ratio

LOS = Level of Service

The assumed capacities of the most common types of lanes are described below:

Lane Capacities

<u>Designation</u>	<u>Through Capacity</u>	<u>Turn Capacity</u>
1.0	1,650	1,500
1.1	1,500	1,500
2.0	3,300	2,700 (80%
2.1	3,150	2,700 of 2nd
2.2	3,000	- lane)
3.0	4,950	3,900 (80%
3.1	4,800	3,900 each of
3.3	5,550	- 2nd & 3rd
		lane)
4.0	6,600	-
4.1	6,450	-

SUMMARY OF LEVELS OF SERVICE FOR INTERSECTIONS

<u>Level of Service</u>	<u>Type of Flow</u>	<u>Delay</u>	<u>Maneuverability</u>	<u>V/C Ratio</u>
A	Stable Flow	Very slight or no delay. If signalized, conditions are such that no approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.	Turning movements are easily made, and nearly all drivers find freedom of operation.	0.00-0.60
B	Stable Flow	Slight delay. If signalized, an occasional approach phase is fully utilized.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	0.61-0.70
C	Stable Flow	Acceptable delay. If signalized, a few drivers arriving at the end of a queue may occasionally have to wait through one signal cycle.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.71-0.80
D	Approaching Unstable Flow	Tolerable delay. Delays may be substantial during short periods, but excessive back-ups do not occur.	Maneuverability is severely limited during short periods due to temporary back-ups.	0.81-0.90
E	Unstable Flow	Intolerable delay. Delay may be great-up to several signal cycles.	There are typically long queues of vehicles waiting upstream of the intersection.	0.91-1.00
F	Forced Flow	Excessive delay.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	Varies ¹

¹ In general, volume-to-capacity ratios cannot be greater than 1.00, unless the lane capacity assumptions are too low. Also, if future demand projections are considered for analytical purposes, a ratio greater than 1.00 might be obtained, indicating that the projected demand would exceed the capacity.

- References:
- *Highway Capacity Manual*, Special Report No. 209, Transportation Research Board, 1985.
 - *Highway Capacity Manual*, Special Report No. 87, Highway Research Board, 1965.
 - TJKM

APPENDIX E

EXISTING CONDITIONS LEVEL OF SERVICE CALCULATIONS

The unsignalized intersection methodology for analyzing peak hour operations includes consideration of individual turning movements. STOP and YIELD signs are used to assign the right-of-way to the major street traffic at such intersections. This forces drivers on the minor street (or the major street left turners) to use judgment when selecting gaps in the major street flow through which to execute their maneuvers.

The method generally assumes that major street traffic is not affected by minor street flows. This assumption is generally good for periods when the operation is smooth and uncongested. When congestion occurs, it is likely that major flows will experience some impedance due to minor street traffic. Left turns from the major street are assumed to be affected by the opposing major street flow, and minor street traffic is affected by all conflicting movements.

The general procedure to calculate the capacities is as follows:

1. Define existing geometric and volume conditions for the intersection under study.
2. Determine the "conflicting traffic" through which each minor street movement, and the major street left turn, must cross.
3. Determine the size of the gap in the conflicting traffic stream needed by vehicles in each movement crossing a conflicting traffic stream.
4. Determine the capacity of the gaps in the major traffic stream to accommodate each of the subject movements that will utilize these gaps.
5. Adjust the capacities so found to account for impedance and the use of shared lanes.

A complete description of the system is included in the *Highway Capacity Manual*, Highway Research Board, 1985, Pages 10-1 through 10-37. The designation of levels of service is based on reserve capacity available at the intersection, based on the following table.

<u>Reserve Capacity (PCPH)</u>	<u>Level of Service</u>	<u>Expected Delay to Minor Street Traffic</u>
≥ 400	A	Little or no delay
300 - 399	B	Short traffic delays
200 - 299	C	Average traffic delays
100 - 199	D	Long traffic delays
0 - 99	E	Very long traffic delays
	F	

- When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. this condition usually warrants improvement to the intersection.

Source: Table 10-3, *Highway Capacity Manual*.

SIGNALIZED INTERSECTIONS

A signalized intersection is the point at which two or more highways intersect. The intersection is controlled by traffic signals, which are operated by a central control system. The intersection is designed to handle the traffic flow in a safe and efficient manner. The intersection is located at the intersection of the highway and the highway.

Signalized Intersection	Location	Signalized Intersection
Signalized Intersection	Signalized Intersection	Signalized Intersection
Signalized Intersection	Signalized Intersection	Signalized Intersection
Signalized Intersection	Signalized Intersection	Signalized Intersection
Signalized Intersection	Signalized Intersection	Signalized Intersection
Signalized Intersection	Signalized Intersection	Signalized Intersection
Signalized Intersection	Signalized Intersection	Signalized Intersection
Signalized Intersection	Signalized Intersection	Signalized Intersection
Signalized Intersection	Signalized Intersection	Signalized Intersection
Signalized Intersection	Signalized Intersection	Signalized Intersection

When a signalized intersection is located at the intersection of two highways, the intersection is controlled by traffic signals. The intersection is designed to handle the traffic flow in a safe and efficient manner. The intersection is located at the intersection of the highway and the highway.

References

1. Highway Capacity Manual. Traffic Research Board. Transportation Research Board, 1964.
2. County of Los Angeles. 1960 Housing Element.
3. Traffic Engineering. Institute of Transportation Engineers, January 1961.
4. High Speed Rail System Study. Great Experimental Impact Study. Wallace Roberts & Todd, July 15, 1980.
5. 1980 National Traffic Characteristics. Highway Facts & 1981-1982 Traffic Survey. Metropolitan Transportation Commission, December, June 1982.
6. Traffic Manual. Part 4. Chapter 1. Classification of Intersections, revised. December 1978.

UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE METHODOLOGY

APPENDIX D

LEVEL OF SERVICE METHODOLOGY

References:

1. *Highway Capacity Manual - Special Report 209*. Transportation Research Board. 1985.
2. *County of San Mateo 1990 Housing Element*.
3. *Trip Generation*. Institute of Transportation Engineers, January 1991.
4. *Half Moon Bay Resort Hotel Draft Environmental Impact Report*, Wallace, Roberts & Todd, July 15, 1990.
5. *1980 Regional Travel Characteristics: Working Paper 8, 1981 MTC Travel Survey*, Metropolitan Transportation Commission. June 1983.
6. *Traffic Manual*. State of California Department of Transportation. revised December 1986.

TABLE C-IV
FUTURE LEVELS OF SERVICE

Intersection	Peak Hour LOS (V/C) ¹	
	Weekday	Weekend
1. Route 1/Miramontes Point Rd.	A (0.60)	C (0.80)
2. Route 1/Fairway Dr.	A (0.60)	B (0.70)
3. Route 1/Main St. (south)	C (0.78)	E (0.92)
4. Route 1/Filbert St.	C (0.77)	D (0.84)
5. Route 1/Kelly Ave.	D (0.89)	E (0.91)
6. Route 1/Route 92	E ² (0.95)	F ² (1.01)
7. Route 1/Main St. (north)	C (0.79)	D (0.87)
8. Route 1/Belleville Blvd./ Highland Ave.	-	-
9. Route 1/Grand Blvd./ Silver Ave.	-	-
10. Route 1/Terrace Ave.	-	-
11. Route 1/Grandview Blvd.	-	-
12. Route 1/Kehoe Ave.	-	-
13. Route 1/Spindrift Wy.	D (0.85)	D (0.88)
14. Route 1/ Ruisseau Francais Ave.	-	-
15. Route 1/Mirada Rd.	C (0.78)	D (0.89)
16. Route 92/Main St.	B (0.70)	C (0.71)
17. Route 92/Foothill Blvd.	D (0.84)	C (0.74)
18. Route 1/Bayview Dr.	D (0.86)	E (0.97)

LOS = level of service

V/C = volume-to-capacity ratio

¹ with mitigations as shown in Figure B-1.

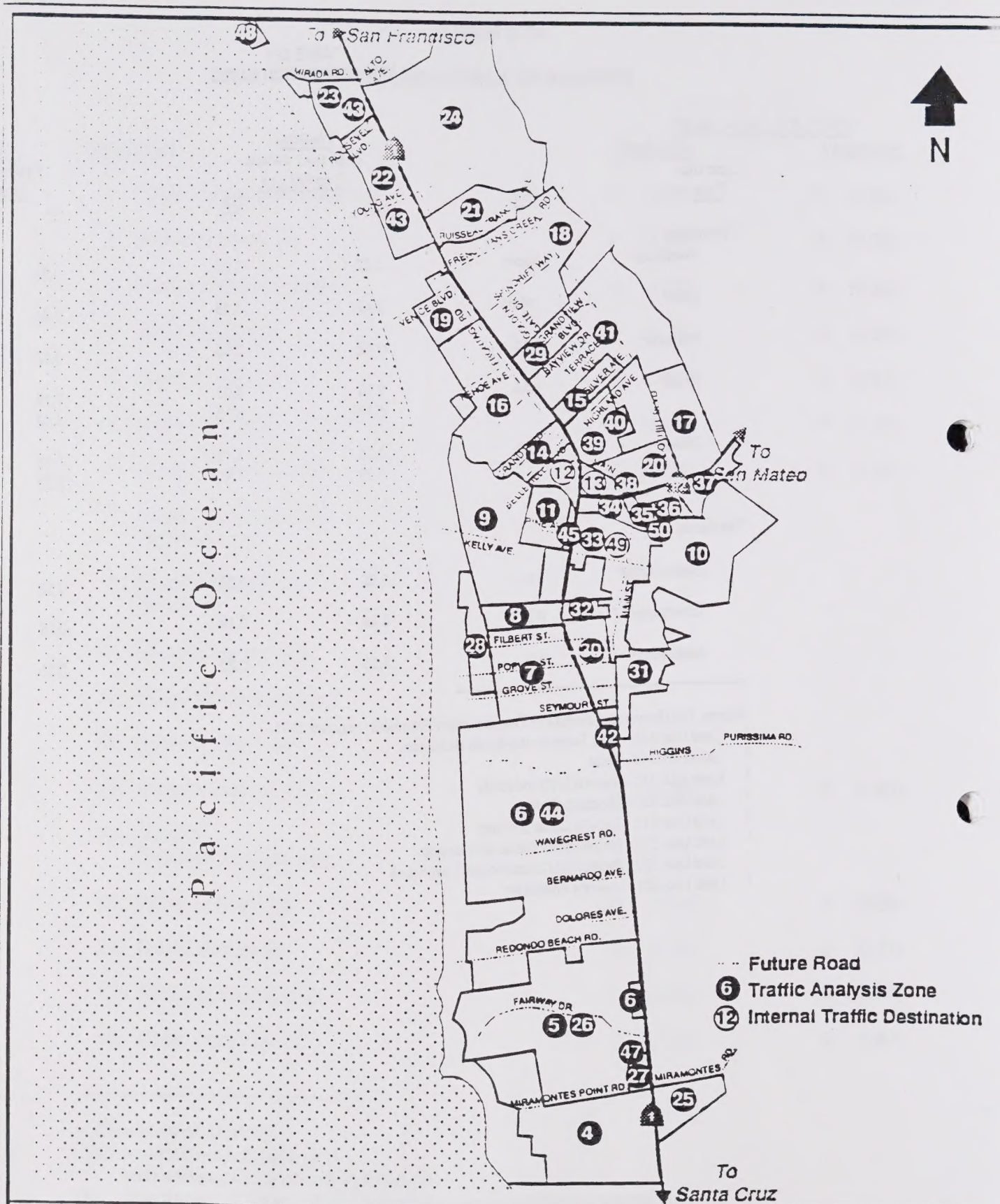
² See page C-5 (Intersection Operations) for additional information.

TABLE C-III
TRIP GENERATION RATES

Land Use Type	Unit	Weekday Peak Hour Vehicle Trips Per Unit		Weekend Peak Hour Vehicle Trips Per Unit	
		In	Out	In	Out
Commercial					
Restaurant ¹	seats	0.32	0.27	0.23	0.25
Hotel ²	rooms	0.41	0.35	0.44	0.43
Industrial ³	k.s.f.	0.12	0.86	0.07	0.07
Retail ⁴	k.s.f.	6.03	6.03	8.19	8.19
		6.18	6.18	8.42	8.42
Office ⁵	k.s.f.	0.65	3.19	0.35	0.29
		0.39	1.91	0.23	0.20
Residential					
Single-Family ⁶	d.u.	0.65	0.36	0.52	0.44
Townhouse ⁷	d.u.	0.36	0.19	0.25	0.22
Apartments ⁸	d.u.	0.38	0.20	0.31	0.27

Source: *Trip Generation*, Institute of Transportation Engineers, January 1991.

- ¹ Land Use: 832 - High Turnover (sit-down) Restaurant
- ² Land Use: 310 - Hotel
- ³ Land Use: 110 - General Light Industrial
- ⁴ Land Use: 820 - Shopping Center
- ⁵ Land Use: 710 - General Office Building
- ⁶ Land Use: 210 - Single-Family Detached Housing
- ⁷ Land Use: 320 - Residential Condominium/Townhouse
- ⁸ Land Use: 221 - Low-rise Apartment

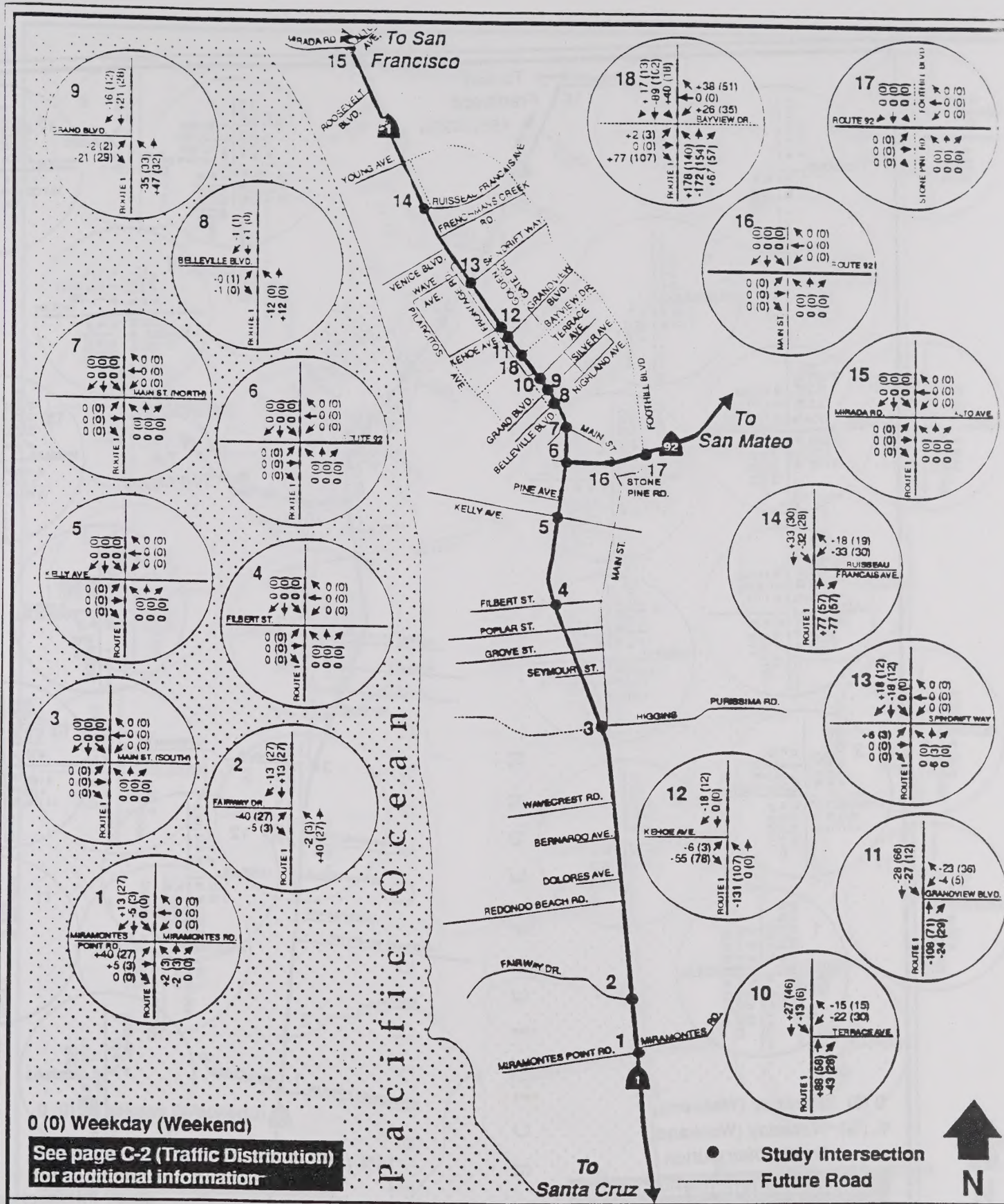


HALF MOON BAY CIRCULATION ELEMENT

FUTURE DEVELOPMENT

TJKM

FIGURE
C-3

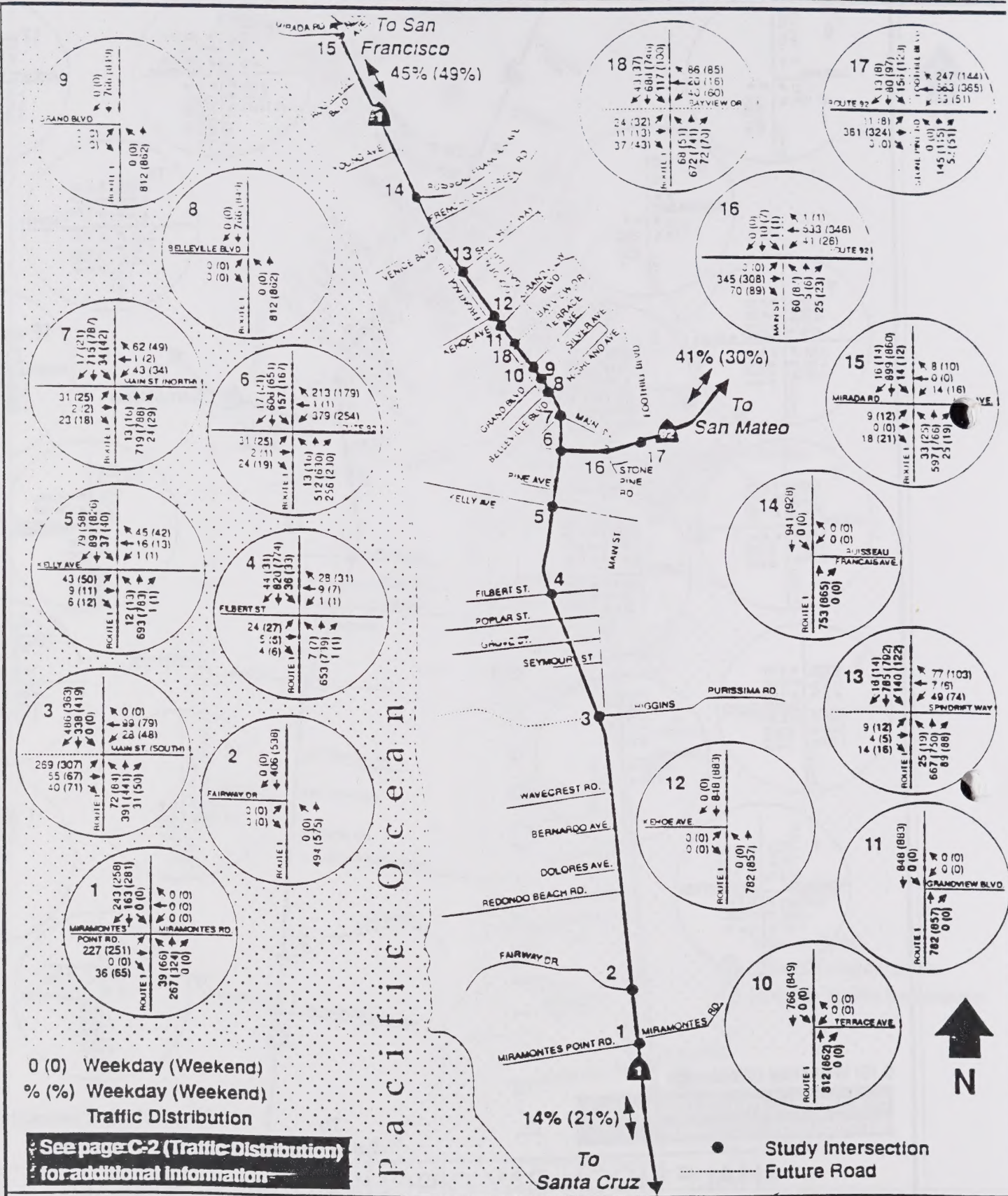


HALF MOON BAY CIRCULATION ELEMENT

EXISTING PEAK HOUR
TRAFFIC REASSIGNMENT



FIGURE
C-4



HALF MOON BAY CIRCULATION ELEMENT

HALF MOON BAY
PEAK HOUR TRAFFIC GROWTH

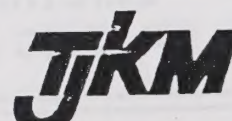
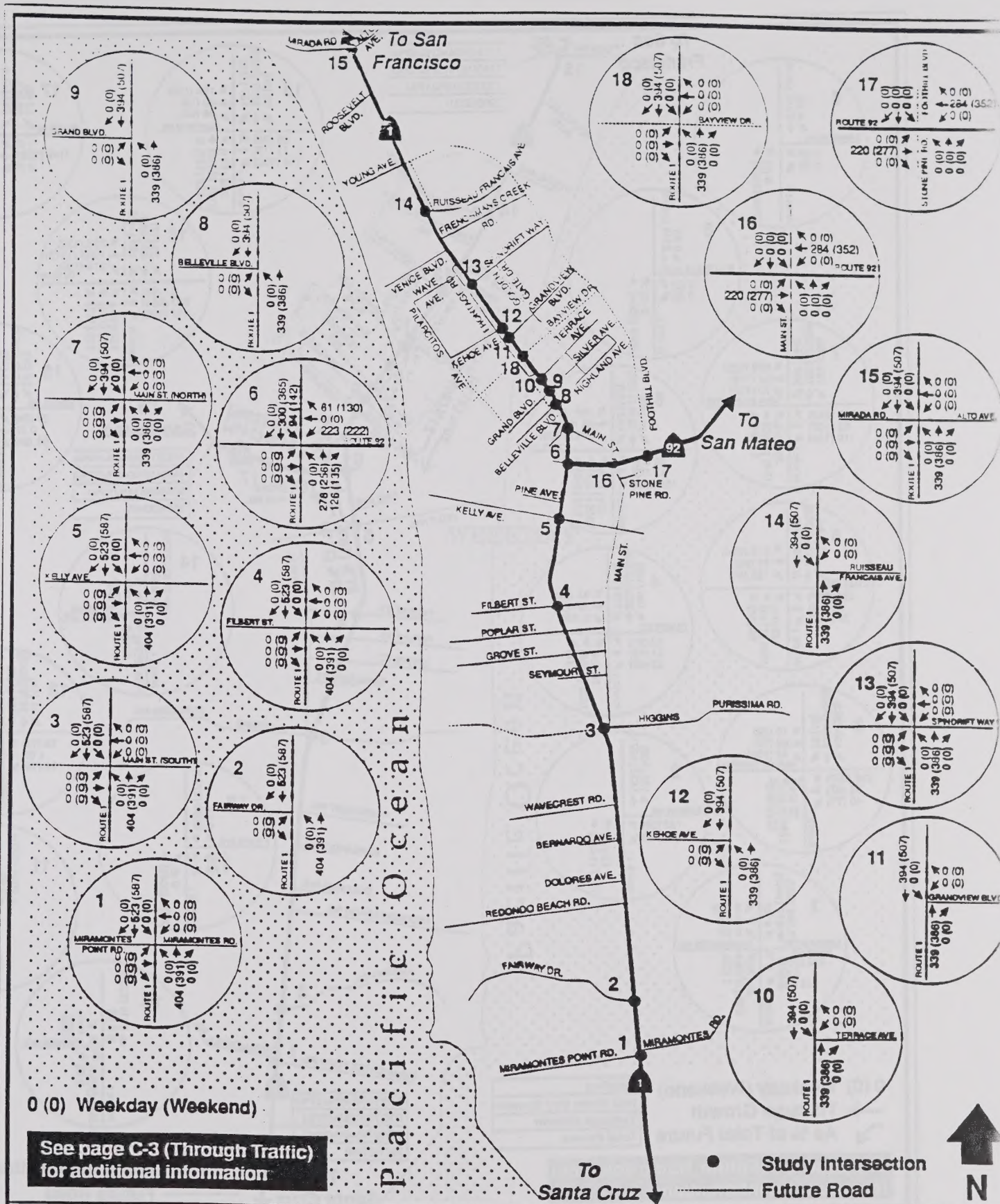


FIGURE
C-5



HALF MOON BAY CIRCULATION ELEMENT

THROUGH PEAK HOUR
TRAFFIC GROWTH

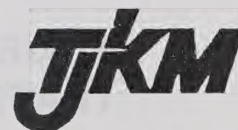
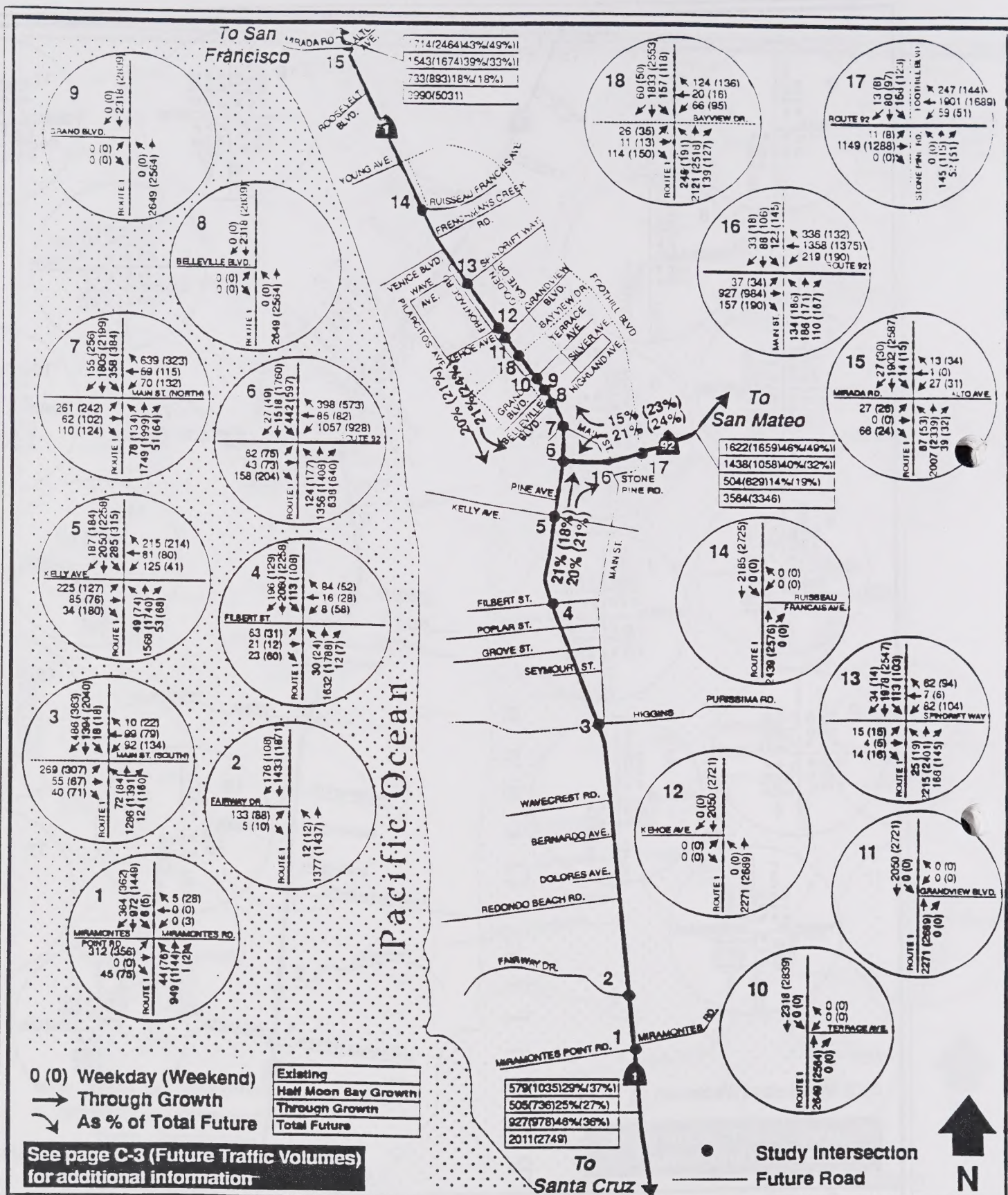


FIGURE
C-6



HALF MOON BAY CIRCULATION ELEMENT

FUTURE PEAK HOUR
TRAFFIC VOLUMES

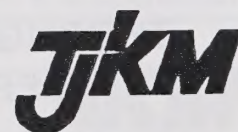


FIGURE
C-7

WEEKDAY

HALF MOON BAY CIRCULATION ELEMENT (133-002)

Level Of Service Computation Report
1985 HCM Unsignalized Method*****
* Base Volume Alternative ******
Intersection #1 MIRAMONTES POINT RD/MIRAMONTES RD @ RT.1

Level Of Service: C			
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign
Rights:	Include	Include	Include
Lanes:	1 0 0 1 0	0 1 0 0 1	0 1 0 0 1
Volume Module:			
Initial Vol:	3 280 1	6 291 108	45 0 4
Grade:	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10
Final Vol.:	3 280 1	7 291 108	50 0 4
Critical Gap Module:			
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	6.0 xxxx xxxxx	6.0 xxxx xxxxx	8.5 8.0 6.5
Capacity Module:			
Cnflct Vol:	399 xxxx xxxxx	281 xxxx xxxxx	587 582 291
Potent Cap.:	603 xxxx xxxxx	712 xxxx xxxxx	255 297 639
% Used Cap.:	0.5 xxxx xxxxx	0.9 xxxx xxxxx	19.4 0.0 0.7
Impedance:	1.00 xxxx xxxxx	0.99 xxxx xxxxx	xxxx 1.00 0.99
Actual Cap.:	603 xxxx xxxxx	712 xxxx xxxxx	251 294 639
Level Of Service Module:			
Unused Cap.:	600 xxxx xxxxx	705 xxxx xxxxx	201 294 634
LOS by Move:	A A A	A A A	C C A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	251 xxxx xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	201 xxxx xxxxx
Shared LOS:	A A A	A A A	C A A

HALF MOON BAY CIRCULATION ELEMENT (133-002)

Level Of Service Computation Report
1985 HCM Unsignalized Method*****
* Base Volume Alternative ******
Intersection #2 FAIRWAY DR @ RT 1

Level Of Service: F			
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign
Rights:	Include	Include	Include
Lanes:	1 0 1 0 0	0 0 1 0 1	1 0 0 0 1
Volume Module:			
Initial Vol:	14 439 0	0 491 189	173 0 10
Grade:	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10
Final Vol.:	15 439 0	0 491 189	190 0 11
Critical Gap Module:			
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	6.0 xxxx xxxxx	6.0 xxxx xxxxx	8.5 8.0 6.5
Capacity Module:			
Cnflct Vol:	680 xxxx xxxxx	439 xxxx xxxxx	945 945 491
Potent Cap.:	407 xxxx xxxxx	571 xxxx xxxxx	134 160 483
% Used Cap.:	3.8 xxxx xxxxx	0.0 xxxx xxxxx	142 0.0 2.3
Impedance:	0.97 xxxx xxxxx	1.00 xxxx xxxxx	xxxx 1.00 0.98
Actual Cap.:	407 xxxx xxxxx	571 xxxx xxxxx	130 156 483
Level Of Service Module:			
Unused Cap.:	392 xxxx xxxxx	571 xxxx xxxxx	60 156 472
LOS by Move:	B A A	A A A	F D A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Shared LOS:	A A A	A A A	A A A

HALF MOON BAY CIRCULATION ELEMENT (133-002)

HALF MOON BAY CIRCULATION ELEMENT (133-002)

Level Of Service Computation Report
1985 HCM Unsignalized Method

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

* Base Volume Alternative *

Intersection #3 MAIN ST (SOUTH) @ RT 1

Intersection #4 FILBERT ST @ RT 1

*****												*****											
Level Of Service: E												Level Of Service: F											
Approach:				North Bound		South Bound		East Bound		West Bound		Approach:				North Bound		South Bound		East Bound		West Bound	
Movement:				L - T - R		L - T - R		L - T - R		L - T - R		Movement:				L - T - R		L - T - R		L - T - R		L - T - R	
Control:				Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		Control:				Uncontrolled		Uncontrolled		Stop Sign		Stop Sign	
Rights:				Include		Include		Include		Include		Rights:				Include		Include		Include		Include	
Lanes:				0 0 2 0 1		1 0 2 0 0		0 0 0 0 0		1 0 0 0 1		Lanes:				1 0 1 0 1		1 0 1 0 1		0 1 0 0 1		0 1 0 0 1	
Volume Module:												Volume Module:											
Initial Vol:				0 491 93		18 533 0		0 0 0		64 0 10		Initial Vol:				23 575 11		77 717 152		39 16 19		7 7 56	
Grade:				0%		0%		0%		0%		Grade:				0%		0%		0%		0%	
Cycle/Cars:				xxxx xxxx		xxxx xxxx		xxxx xxxx		xxxx >xxx		Cycle/Cars:				xxxx xxxx		xxxx xxxx		xxxx xxxx		xxxx xxxx	
Truck/Conbi:				xxxx xxxx		xxxx xxxx		xxxx xxxx		xxxx >xxx		Truck/Conbi:				xxxx xxxx		xxxx xxxx		xxxx xxxx		xxxx xxxx	
Adjustment:				1.10 1.00 1.00		1.10 1.00 1.00		1.10 1.10 1.10		1.10 1.10 1.10		Adjustment:				1.10 1.00 1.00		1.10 1.00 1.00		1.10 1.10 1.10		1.10 1.10 1.10	
Final Vol.:				0 491 93		20 533 0		0 0 0		70 0 11		Final Vol.:				25 575 11		85 717 152		43 18 21		8 8 62	
Critical Gap Module:												Critical Gap Module:											
RT Rad/Ang:				20.0 ft/90.0 deg		20.0 ft/90.0 deg		20.0 ft/90.0 deg		20.0 ft/90.0 deg		RT Rad/Ang:				20.0 ft/90.0 deg		20.0 ft/90.0 deg		20.0 ft/90.0 deg		20.0 ft/90.0 deg	
Critical Gp:				6.0 xxxx xxxxx		6.0 xxxx xxxxx		xxxx xxxx xxxxx		8.5 8.0 6.5		Critical Gp:				5.9 xxxx xxxxx		5.9 xxxx xxxxx		8.2 7.7 6.3		8.2 7.7 6.3	
Capacity Module:												Capacity Module:											
Cnflct Vol:				533 xxxx xxxxx		584 xxxx xxxxx		xxxx xxxx xxxxx		1044 1044 246		Cnflct Vol:				869 xxxx xxxxx		586 xxxx xxxxx		1482 1413 717		1593 1554 575	
Potent Cap.:				500 xxxx xxxxx		466 xxxx xxxxx		xxxx xxxx xxxxx		112 136 681		Potent Cap.:				313 xxxx xxxxx		464 xxxx xxxxx		64 78 352		53 62 429	
% Used Cap.:				0.0 xxxx xxxxx		4.3 xxxx xxxxx		xxxx xxxx xxxxx		62.7 0.0 1.6		% Used Cap.:				8.1 xxxx xxxxx		18.2 xxxx xxxxx		66.6 22.5 5.9		14.4 12.5 14.4	
Impedance:				1.00 xxxx xxxxx		0.97 xxxx xxxxx		xxxx xxxx xxxxx		xxxx 1.00 0.99		Impedance:				0.94 xxxx xxxxx		0.85 xxxx xxxxx		xxxx 0.82 0.95		xxxx 0.90 0.89	
Actual Cap.:				500 xxxx xxxxx		466 xxxx xxxxx		xxxx xxxx xxxxx		108 131 681		Actual Cap.:				313 xxxx xxxxx		464 xxxx xxxxx		41 63 352		33 49 429	
Level Of Service Module:												Level Of Service Module:											
Unused Cap.:				500 xxxx xxxxx		446 xxxx xxxxx		xxxx xxxx xxxxx		38 131 670		Unused Cap.:				287 xxxx xxxxx		380 xxxx xxxxx		2 45 331		26 42 338	
LOS by Move:				A A A		A A A		* * *		E D A		LOS by Move:				C A A		B A A		F E B		E E B	
Movement:				LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		Movement:				LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT	
Shared Cap.:				xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx		Shared Cap.:				xxxx xxxx xxxxx		xxxx xxxx xxxxx		46 xxxx xxxxx		40 xxxx xxxxx	
Unused Cap.:				xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx		xxxx xxxx xxxxx		Unused Cap.:				xxxx xxxx xxxxx		xxxx xxxx xxxxx		15 xxxx xxxxx		24 xxxx xxxxx	
Shared LOS:				A A A		A A A		* * *		A A A		Shared LOS:				A A A		A A A		F A A		E A A	

HALF MOON BAY CIRCULATION ELEMENT (133-002)

HALF MOON BAY CIRCULATION ELEMENT (133-002)

Level Of Service Computation Report
1985 HCM Unsignalized MethodLevel Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

* Base Volume Alternative *

Intersection #8 BELLEVILLE BLVD @ RT 1

Intersection #9 GRAND BLVD @ RT 1

Level Of Service: A				Level Of Service: D					
Approach:	North Bound	South Bound	East Bound	West Bound	Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign	Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Rights:	Include	Include	Include	Include
Lanes:	0 1 1 0 0	0 0 1 1 0	0 0 1 0 0	0 0 0 0 0	Lanes:	1 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 0 0 0
Volume Module:				Volume Module:					
Initial Vol:	12 1219 0	0 771 1	0 0 1	0 0 0	Initial Vol:	35 1203 0	0 771 16	2 0 21	0 0 0
Grade:	0%	0%	0%	0%	Grade:	0%	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx	Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx	Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10	Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10
Final Vol.:	13 1219 0	0 771 1	0 0 1	0 0 0	Final Vol.:	39 1203 0	0 771 16	2 0 23	0 0 0
Critical Gap Module:				Critical Gap Module:					
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	5.9 xxxx xxxx	5.9 xxxx xxxx	8.2 7.7 6.3	xxxx xxxx xxxx	Critical Gp:	5.4 xxxx xxxx	5.4 xxxx xxxx	7.7 7.2 6.3	xxxx xxxx xxxx
Capacity Module:				Capacity Module:					
Conflict Vol:	772 xxxx xxxx	1219 xxxx xxxx	2004 2004 387	xxxx xxxx xxxx	Conflict Vol:	787 xxxx xxxx	1203 xxxx xxxx	2021 2021 795	xxxx xxxx xxxx
Potent Cap.:	358 xxxx xxxx	191 xxxx xxxx	27 29 559	xxxx xxxx xxxx	Potent Cap.:	422 xxxx xxxx	246 xxxx xxxx	28 36 315	xxxx xxxx xxxx
% Used Cap.:	3.7 xxxx xxxx	0.0 xxxx xxxx	0.0 0.0 0.2	xxxx xxxx xxxx	% Used Cap.:	9.1 xxxx xxxx	0.0 xxxx xxxx	7.9 0.0 7.3	xxxx xxxx xxxx
Impedance:	0.97 xxxx xxxx	1.00 xxxx xxxx	xxxx 1.00 1.00	xxxx xxxx xxxx	Impedance:	0.93 xxxx xxxx	1.00 xxxx xxxx	xxxx 1.00 0.94	xxxx xxxx xxxx
Actual Cap.:	358 xxxx xxxx	191 xxxx xxxx	26 28 559	xxxx xxxx xxxx	Actual Cap.:	422 xxxx xxxx	246 xxxx xxxx	26 33 315	xxxx xxxx xxxx
Level Of Service Module:				Level Of Service Module:					
Unused Cap.:	345 xxxx xxxx	191 xxxx xxxx	26 28 558	xxxx xxxx xxxx	Unused Cap.:	384 xxxx xxxx	246 xxxx xxxx	24 33 292	xxxx xxxx xxxx
LOS by Move:	B A A	D A A	E E A	* * *	LOS by Move:	B A A	C A A	E E C	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx 559 xxxx	xxxx xxxx xxxx	Shared Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx 160 xxxx	xxxx xxxx xxxx
Unused Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx 558 xxxx	xxxx xxxx xxxx	Unused Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx 134 xxxx	xxxx xxxx xxxx
Shared LOS:	A A A	A A A	A A A	* * *	Shared LOS:	A A A	A A A	A D A	* * *

HALF MOON BAY CIRCULATION ELEMENT (133-002)

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

Intersection #10 TERRACE AVE @ RT 1

Level Of Service: F			
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign
Rights:	Include	Include	Include
Lanes:	0 0 1 0 1	1 0 1 0 0	0 0 0 0 0
Volume Module:			
Initial Vol:	0 1444 43	13 1004 0	0 0 0 22 0 15
Grade:	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10
Final Vol.:	0 1444 43	14 1004 0	0 0 0 24 0 17
Critical Gap Module:			
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	6.0 xxxx xxxxx	6.0 xxxx xxxxx	xxxx xxxx xxxxx
Capacity Module:			
Cnflct Vol:	1004 xxxx xxxxx	1487 xxxx xxxxx	xxxx xxxx xxxxx
Potent Cap.:	259 xxxx xxxxx	132 xxxx xxxxx	xxxx xxxx xxxxx
% Used Cap.:	0.0 xxxx xxxxx	10.9 xxxx xxxxx	xxxx xxxx xxxxx
Impedance:	1.00 xxxx xxxxx	0.91 xxxx xxxxx	xxxx xxxx xxxxx
Actual Cap.:	259 xxxx xxxxx	132 xxxx xxxxx	xxxx xxxx xxxxx
Level Of Service Module:			
Unused Cap.:	259 xxxx xxxxx	117 xxxx xxxxx	xxxx xxxx xxxxx
LOS by Move:	C A A	D A A	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Shared LOS:	A A A	A A A	* * *

HALF MOON BAY CIRCULATION ELEMENT (133-002)

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

Intersection #11 GRANDVIEW BLVD @ RT 1

Level Of Service: E			
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign
Rights:	Include	Include	Include
Lanes:	0 0 1 0 1	1 0 1 0 0	0 0 0 0 0
Volume Module:			
Initial Vol:	0 1258 24	27 836 0	0 0 0 4 0 23
Grade:	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10
Final Vol.:	0 1258 24	30 836 0	0 0 0 4 0 25
Critical Gap Module:			
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	6.0 xxxx xxxxx	6.0 xxxx xxxxx	xxxx xxxx xxxxx
Capacity Module:			
Cnflct Vol:	836 xxxx xxxxx	1282 xxxx xxxxx	xxxx xxxx xxxxx
Potent Cap.:	327 xxxx xxxxx	175 xxxx xxxxx	xxxx xxxx xxxxx
% Used Cap.:	0.0 xxxx xxxxx	16.9 xxxx xxxxx	xxxx xxxx xxxxx
Impedance:	1.00 xxxx xxxxx	0.86 xxxx xxxxx	xxxx xxxx xxxxx
Actual Cap.:	327 xxxx xxxxx	175 xxxx xxxxx	xxxx xxxx xxxxx
Level Of Service Module:			
Unused Cap.:	327 xxxx xxxxx	146 xxxx xxxxx	xxxx xxxx xxxxx
LOS by Move:	B A A	D A A	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Shared LOS:	A A A	A A A	* * *

HALF MOON BAY CIRCULATION ELEMENT (133-002)

Level Of Service Computation Report
1985 HCM Unsignalized Method*****
* Base Volume Alternative ******
Intersection #12 KEHOE AVE @ RT 1

Level Of Service:

E

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 1 0 0	0 0 1 0 1	0 0 1 0 0	0 0 0 0 0
Volume Module:				
Initial Vol:	131 1150 0	0 808 18	6 0 55	0 0 0
Grade:	0%	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10
Final Vol.:	144 1150 0	0 808 18	7 0 61	0 0 0
Critical Gap Module:				
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	6.0 xxxx xxxxx	6.0 xxxx xxxxx	8.5 8.0 6.5	xxxx xxxx xxxxx
Capacity Module:				
Conflict Vol:	826 xxxx xxxxx	1150 xxxx xxxxx	2102 2102 808	xxxx xxxx xxxxx
Potent Cap.:	332 xxxx xxxxx	211 xxxx xxxxx	17 22 310	xxxx xxxx xxxxx
% Used Cap.:	43.4 xxxx xxxxx	0.0 xxxx xxxxx	39.5 0.0 19.5	xxxx xxxx xxxxx
Impedance:	0.65 xxxx xxxxx	1.00 xxxx xxxxx	xxxx 1.00 0.84	xxxx xxxx xxxxx
Actual Cap.:	332 xxxx xxxxx	211 xxxx xxxxx	11 15 310	xxxx xxxx xxxxx
Level Of Service Module:				
Unused Cap.:	188 xxxx xxxxx	211 xxxx xxxxx	4 15 249	xxxx xxxx xxxxx
LOS by Move:	D A A	C A A	E E C	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 84 xxxxx	xxxx xxxx xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 17 xxxxx	xxxx xxxx xxxxx
Shared LOS:	A A A	A A A	A E A	* * *

HALF MOON BAY CIRCULATION ELEMENT (133-002)

Level Of Service Computation Report
1985 HCM Unsignalized Method*****
* Base Volume Alternative ******
Intersection #13 SPINDRIFT WAY @ RT 1

Level Of Service:

F

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 0 0	1 0 1 0 0	0 0 0 0 0	0 0 1 0 0
Volume Module:				
Initial Vol:	0 1215 77	32 817 0	0 0 0	33 0 13
Grade:	0%	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10
Final Vol.:	0 1215 77	35 817 0	0 0 0	36 0 20
Critical Gap Module:				
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	5.5 xxxx xxxxx	5.5 xxxx xxxxx	xxxx xxxx xxxxx	8.0 7.5 6.5
Capacity Module:				
Conflict Vol:	817 xxxx xxxxx	1292 xxxx xxxxx	xxxx xxxx xxxxx	2106 2106 1331
Potent Cap.:	406 xxxx xxxxx	219 xxxx xxxxx	xxxx xxxx xxxxx	22 24 149
% Used Cap.:	0.0 xxxx xxxxx	16.1 xxxx xxxxx	xxxx xxxx xxxxx	163 0.0 13.3
Impedance:	1.00 xxxx xxxxx	0.87 xxxx xxxxx	xxxx xxxx xxxxx	xxxx 1.00 0.89
Actual Cap.:	406 xxxx xxxxx	219 xxxx xxxxx	xxxx xxxx xxxxx	19 21 149
Level Of Service Module:				
Unused Cap.:	406 xxxx xxxxx	184 xxxx xxxxx	xxxx xxxx xxxxx	17 21 129
LOS by Move:	A A A	D A A	* * *	F E D
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 28 xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 28 xxxxx
Shared LOS:	A A A	A A A	* * *	A F A

HALF MOON BAY CIRCULATION ELEMENT (133-002)

HALF MOON BAY CIRCULATION ELEMENT (133-002)

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

Intersection #14 RUISSEAU FRANCAIS AVE @ RT 1

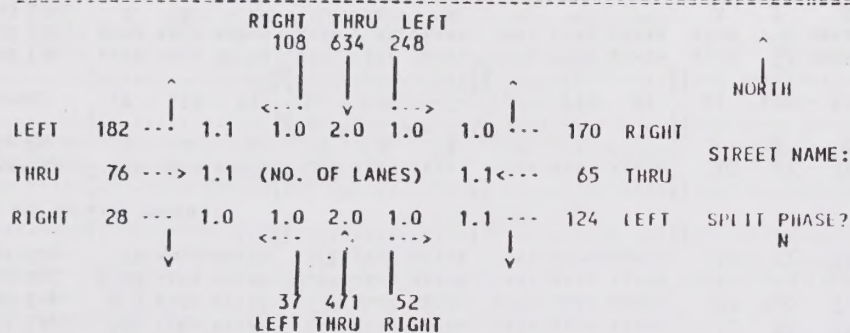
Intersection #15 MIRADA RD/ALTO AVE @ RT 1

Level Of Service: F				Level Of Service: E					
Approach:	North Bound	South Bound	East Bound	West Bound	Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign	Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Rights:	Include	Include	Include	Include
Lanes:	0 0 1 0 0	1 0 1 0 0	0 0 0 0 0	0 0 1 0 0	Lanes:	1 0 0 1 0	1 0 0 1 0	0 0 1 0 0	0 0 1 0 0
Volume Module:				Volume Module:					
Initial Vol:	0 1050 78	17 799 0	0 0 0	36 0 12	Initial Vol:	54 1071 14	0 609 11	18 0 48	13 1 5
Grade:	0%	0%	0%	0%	Grade:	0%	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx	Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx	Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10	Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10
Final Vol.:	0 1050 78	19 799 0	0 0 0	40 0 13	Final Vol.:	59 1071 14	0 609 11	20 0 53	14 1 6
Critical Gap Module:				Critical Gap Module:					
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	5.5 xxxx xxxxx	5.5 xxxx xxxxx	xxxx xxxx xxxxx	8.0 7.5 6.5	Critical Gp:	6.0 xxxx xxxxx	6.0 xxxx xxxxx	8.5 8.0 6.5	8.5 8.0 6.5
Capacity Module:				Capacity Module:					
Cnflct Vol:	799 xxxx xxxxx	1128 xxxx xxxxx	xxxx xxxx xxxxx	1907 1907 1167	Cnflct Vol:	620 xxxx xxxxx	1085 xxxx xxxxx	1766 1759 626	1810 1757 1092
Potent Cap.:	416 xxxx xxxxx	271 xxxx xxxxx	xxxx xxxx xxxxx	31 34 187	Potent Cap.:	443 xxxx xxxxx	231 xxxx xxxxx	31 40 400	28 40 208
% Used Cap.:	0.0 xxxx xxxxx	6.9 xxxx xxxxx	xxxx xxxx xxxxx	127 0.0 7.0	% Used Cap.:	13.4 xxxx xxxxx	0.0 xxxx xxxxx	64.6 0.0 13.2	50.6 2.7 2.6
Impedance:	1.00 xxxx xxxxx	0.94 xxxx xxxxx	xxxx xxxx xxxxx	xxxx 1.00 0.94	Impedance:	0.89 xxxx xxxxx	1.00 xxxx xxxxx	xxxx 1.00 0.89	xxxx 0.98 0.98
Actual Cap.:	416 xxxx xxxxx	271 xxxx xxxxx	xxxx xxxx xxxxx	30 32 187	Actual Cap.:	443 xxxx xxxxx	231 xxxx xxxxx	26 36 400	23 36 208
Level Of Service Module:				Level Of Service Module:					
Unused Cap.:	416 xxxx xxxxx	252 xxxx xxxxx	xxxx xxxx xxxxx	-10 32 174	Unused Cap.:	383 xxxx xxxxx	231 xxxx xxxxx	6 36 347	8 35 203
LOS by Move:	A A A	C A A	* * *	F E D	LOS by Move:	B A A	C A A	E E B	E E C
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 37 xxxxx	Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 82 xxxxx	xxxx 30 xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx -15 xxxxx	Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 9 xxxxx	xxxx 9 xxxxx
Shared LOS:	A A A	A A A	* * *	A F A	Shared LOS:	A A A	A A A	A E A	A E A

TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 5 and
COUNT DATE/TIME: PEAK HOUR: weekday
CONDITION : EXISTING (WEEKDAY) FILE EX.GEO



STREET NAME:

SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	52	0 *	1500	0.0000	
THRU (T)	471	471	3300	0.1427	0.1427
LEFT (L)	37	37	1500	0.0247	
SB RIGHT (R)	108	0 *	1500	0.0000	
THRU (T)	634	634	3300	0.1921	
LEFT (L)	248	248	1500	0.1653	0.1653
EB RIGHT (R)	28	0 *	1500	0.0000	
THRU (T)	76	76	1500	0.0507	
LEFT (L)	182	182	1500	0.1213	
T + L		258	1500	0.1720	0.1720
WB RIGHT (R)	170	0 *	1500	0.0000	
THRU (T)	65	65	1500	0.0433	
LEFT (L)	124	124	1500	0.0827	0.0827
T + L		189	1500	0.1260	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:

0.56

ADJUSTMENT FOR LOST YELLOW TIME:

0.10

TOTAL VOLUME-TO-CAPACITY RATIO:

0.66

INTERSECTION LEVEL OF SERVICE:

B

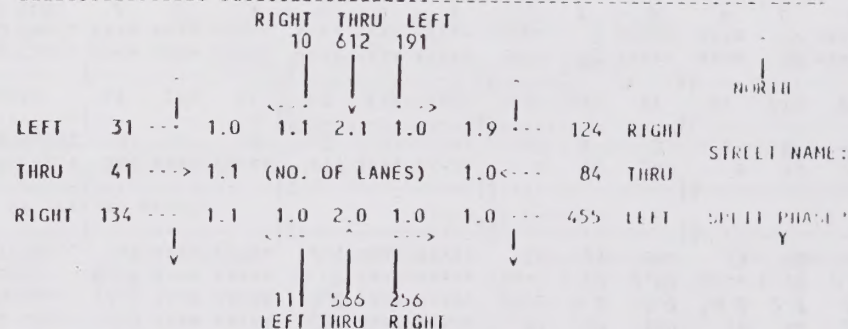
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 6 and
COUNT DATE/TIME: PEAK HOUR: weekday
CONDITION : EXISTING (WEEKDAY) FILE EX.GEO



STREET NAME:

SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	256	0 *	1500	0.0000	
THRU (T)	566	566	3300	0.1715	0.1715
LEFT (L)	111	111	1500	0.0740	
SB RIGHT (R)	10	10	1500	0.0067	
THRU (T)	612	612	3150	0.1943	
LEFT (L)	191	191	1500	0.1273	0.1273
T + R		622	3150	0.1975	
EB RIGHT (R)	134	134	1500	0.0893	
THRU (T)	41	41	1500	0.0273	
LEFT (L)	31	31	1500	0.0207	
T + R		175	1500	0.1167	0.1167
WB RIGHT (R)	124	124	1650	0.0752	
THRU (T)	84	84	1650	0.0509	
LEFT (L)	455	455	1500	0.3033	0.3033

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:

0.72

ADJUSTMENT FOR LOST YELLOW TIME:

0.10

TOTAL VOLUME-TO-CAPACITY RATIO:

0.82

INTERSECTION LEVEL OF SERVICE:

D

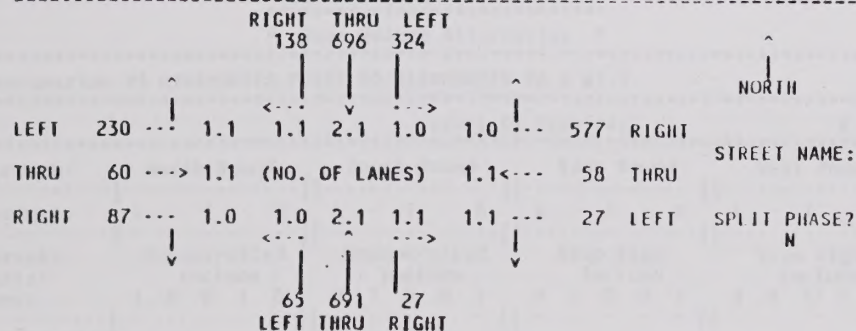
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 7 and
COUNT DATE/TIME: PEAK HOUR: weekday
CONDITION : EXISTING (WEEKDAY) FILE EX.GEO



STREET NAME:			SPLIT PHASE? N		
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	27	27	1500	0.0180	0.2279
THRU (T)	691	691	3150	0.2194	
LEFT (L)	65	65	1500	0.0433	
T + R		718	3150	0.2279	
SB RIGHT (R)	138	138	1500	0.0920	0.2160
THRU (T)	696	696	3150	0.2210	
LEFT (L)	324	324	1500	0.2160	
T + R		834	3150	0.2648	
EB RIGHT (R)	87	0 *	1500	0.0000	0.1533
THRU (T)	60	60	1500	0.0400	
LEFT (L)	230	230	1500	0.1533	
T + L		290	1500	0.1933	
WB RIGHT (R)	577	335 *	1500	0.2233	0.2233
THRU (T)	58	58	1500	0.0387	
LEFT (L)	27	27	1500	0.0180	
T + L		85	1500	0.0567	
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.82
ADJUSTMENT FOR LOST YELLOW TIME:					0.06
TOTAL VOLUME-TO-CAPACITY RATIO:					0.88
INTERSECTION LEVEL OF SERVICE:					D

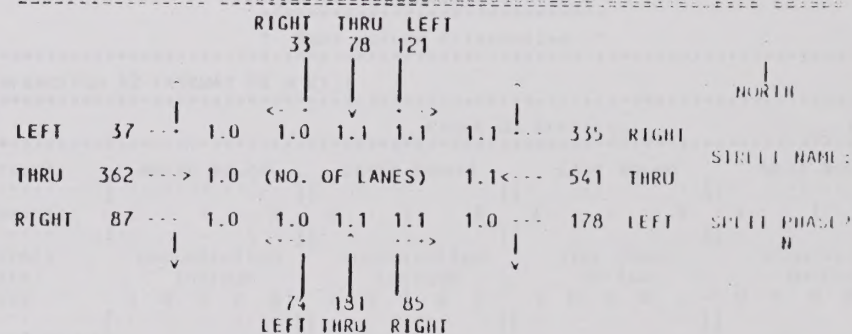
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 16 and
COUNT DATE/TIME: PEAK HOUR: weekday
CONDITION : EXISTING (WEEKDAY) FILE EX.GEO



STREET NAME:			SPLIT PHASE? N		
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	85	85	1500	0.0567	
THRU (T)	181	181	1500	0.1207	
LEFT (L)	74	74	1500	0.0493	
T + R		266	1500	0.1773	0.1773
SB RIGHT (R)	33	0 *	1500	0.0000	
THRU (T)	78	78	1500	0.0520	
LEFT (L)	121	121	1500	0.0807	0.0807
T + L		199	1500	0.1327	
EB RIGHT (R)	87	0 *	1500	0.0000	
THRU (T)	362	362	1500	0.2194	
LEFT (L)	37	37	1500	0.0247	0.0247
WB RIGHT (R)	335	335	1500	0.2233	
THRU (T)	541	541	1500	0.3607	
LEFT (L)	178	178	1500	0.1187	
T + R		876	1500	0.5840	0.5840
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.87
ADJUSTMENT FOR LOST YELLOW TIME:					0.03
TOTAL VOLUME-TO-CAPACITY RATIO:					0.90
INTERSECTION LEVEL OF SERVICE:					D

* ADJUSTED FOR RIGHT TURN ON RED

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WEEKEND

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

Intersection #1 MIRAMONTES POINT RD/MIRAMONTES RD @ RT.1

Level Of Service:

E

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 0 1 0	0 1 0 0 1	0 1 0 0 1	0 0 1 0 0
Volume Module:				
Initial Vol:	7 432 2	5 584 77	78 0 7	3 0 28
Grade:	0%	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10
Final Vol.:	8 432 2	6 584 77	86 0 8	3 0 31
Critical Gap Module:				
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	6.0 xxxx xxxxx	6.0 xxxx xxxxx	8.5 8.0 6.5	8.5 8.0 6.5
Capacity Module:				
Cnflct Vol:	661 xxxx xxxxx	434 xxxx xxxxx	1062 1031 584	1115 1107 435
Potent Cap.:	418 xxxx xxxxx	575 xxxx xxxxx	109 139 424	99 122 522
% Used Cap.:	1.8 xxxx xxxxx	1.0 xxxx xxxxx	79.0 0.0 1.8	3.3 0.0 5.9
Impedance:	0.99 xxxx xxxxx	0.99 xxxx xxxxx	xxxx 1.00 0.99	xxxx 1.00 0.95
Actual Cap.:	418 xxxx xxxxx	575 xxxx xxxxx	101 136 424	95 119 522
Level Of Service Module:				
Unused Cap.:	410 xxxx xxxxx	569 xxxx xxxxx	15 136 416	92 119 491
LOS by Move:	A A A	A A A	E D A	E D A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	101 xxxx xxxxx	xxxx 364 xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	15 xxxx xxxxx	xxxx 330 xxxxx
Shared LOS:	A A A	A A A	E A A	A B A

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

Intersection #2 FAIRWAY DR @ RT.1

Level Of Service:

I

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 1 0 0	0 0 1 0 1	1 0 0 0 1	0 0 0 0 0
Volume Module:				
Initial Vol:	15 444 0	0 719 135	115 0 13	0 0 0
Grade:	0%	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10
Final Vol.:	17 444 0	0 719 135	127 0 14	0 0 0
Critical Gap Module:				
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	6.0 xxxx xxxxx	6.0 xxxx xxxxx	8.5 8.0 6.5	xxxx xxxx xxxxx
Capacity Module:				
Cnflct Vol:	854 xxxx xxxxx	444 xxxx xxxxx	1180 1180 719	xxxx xxxx xxxxx
Potent Cap.:	319 xxxx xxxxx	567 xxxx xxxxx	88 108 351	xxxx xxxx xxxxx
% Used Cap.:	5.2 xxxx xxxxx	0.0 xxxx xxxxx	144 0.0 4.1	xxxx xxxx xxxxx
Impedance:	0.96 xxxx xxxxx	1.00 xxxx xxxxx	xxxx 1.00 0.97	xxxx xxxx xxxxx
Actual Cap.:	319 xxxx xxxxx	567 xxxx xxxxx	84 103 351	xxxx xxxx xxxxx
Level Of Service Module:				
Unused Cap.:	303 xxxx xxxxx	567 xxxx xxxxx	-42 103 337	xxxx xxxx xxxxx
LOS by Move:	B A A	A A A	F D B	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Shared LOS:	A A A	A A A	A A A	* * *

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

Intersection #3 MAIN ST (SOUTH) @ RT 1

Level Of Service: F					Level Of Service: F				
Approach:	North Bound	South Bound	East Bound	West Bound	Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign	Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Rights:	Include	Include	Include	Include
Lanes:	0 0 2 0 1	1 0 2 0 0	0 0 0 0 0	1 0 0 0 1	Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Volume Module:					Volume Module:				
Initial Vol:	0 559 110	18 1034 0	0 0 0	86 0 22	Initial Vol:	17 658 6	75 897 98	4 6 54	57 21 21
Grade:	0%	0%	0%	0%	Grade:	0%	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx	Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx	Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10	Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10
Final Vol.:	0 559 110	20 1034 0	0 0 0	95 0 24	Final Vol.:	19 658 6	83 897 98	4 7 59	63 23 23
Critical Gap Module:					Critical Gap Module:				
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	6.0 xxxx xxxx	6.0 xxxx xxxx	xxxx xxxx xxxx	8.5 8.0 6.5	Critical Gp:	5.9 xxxx xxxx	5.9 xxxx xxxx	8.2 7.7 6.3	8.2 7.7 6.3
Capacity Module:					Capacity Module:				
Cnflct Vol:	1034 xxxx xxxx	669 xxxx xxxx	xxxx xxxx xxxx	1613 1613 280	Cnflct Vol:	995 xxxx xxxx	664 xxxx xxxx	1708 1662 897	1820 1754 658
Potent Cap.:	248 xxxx xxxx	414 xxxx xxxx	xxxx xxxx xxxx	40 51 649	Potent Cap.:	262 xxxx xxxx	416 xxxx xxxx	44 51 273	36 44 382
% Used Cap.:	0.0 xxxx xxxx	4.8 xxxx xxxx	xxxx xxxx xxxx	235 0.0 3.7	% Used Cap.:	7.1 xxxx xxxx	19.8 xxxx xxxx	10.0 12.9 21.7	173 52.7 6.0
Impedance:	1.00 xxxx xxxx	0.96 xxxx xxxx	xxxx xxxx xxxx	xxxx 1.00 0.97	Impedance:	0.94 xxxx xxxx	0.84 xxxx xxxx	xxxx 0.90 0.83	xxxx 0.58 0.95
Actual Cap.:	248 xxxx xxxx	414 xxxx xxxx	xxxx xxxx xxxx	39 50 649	Actual Cap.:	262 xxxx xxxx	416 xxxx xxxx	19 41 273	21 35 382
Level Of Service Module:					Level Of Service Module:				
Unused Cap.:	248 xxxx xxxx	394 xxxx xxxx	xxxx xxxx xxxx	-56 50 625	Unused Cap.:	243 xxxx xxxx	334 xxxx xxxx	15 34 214	-41 12 359
LOS by Move:	C A A	B A A	* * *	F E A	LOS by Move:	C A A	B A A	E E C	F E B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	Shared Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	28 xxxx xxxx	24 xxxx xxxx
Unused Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	Unused Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	17 xxxx xxxx	62 xxxx xxxx
Shared LOS:	A A A	A A A	* * *	A A A	Shared LOS:	A A A	A A A	E A A	F A A

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

Intersection #8 BELLEVILLE BLVD @ RT 1

Level Of Service:

E

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 1 1 0 0	0 0 1 1 0	0 0 1 0 0	0 0 0 0 0
Volume Module:				
Initial Vol:	0 1524 0	0 1437 1	1 0 0	0 0 0
Grade:	0%	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10
Final Vol.:	0 1524 0	0 1437 1	1 0 0	0 0 0
Critical Gap Module:				
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	5.9 xxxx xxxxx	5.9 xxxx xxxxx	8.2 7.7 6.3	xxxx xxxx xxxxx
Capacity Module:				
Cnflct Vol:	1438 xxxx xxxxx	1524 xxxx xxxxx	2962 2962 720	xxxx xxxx xxxxx
Potent Cap.:	141 xxxx xxxxx	125 xxxx xxxxx	5 6 351	xxxx xxxx xxxxx
% Used Cap.:	0.0 xxxx xxxxx	0.0 xxxx xxxxx	21.1 0.0 0.0	xxxx xxxx xxxxx
Impedance:	1.00 xxxx xxxxx	1.00 xxxx xxxxx	xxxx 1.00 1.00	xxxx xxxx xxxxx
Actual Cap.:	141 xxxx xxxxx	125 xxxx xxxxx	5 6 351	xxxx xxxx xxxxx
Level Of Service Module:				
Unused Cap.:	141 xxxx xxxxx	125 xxxx xxxxx	4 6 351	xxxx xxxx xxxxx
LOS by Move:	D A A	D A A	E E B	I* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 5 xxxxx	xxxx xxxx xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 4 xxxxx	xxxx xxxx xxxxx
Shared LOS:	A A A	A A A	A E A	* * *

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

Intersection #9 GRAND BLVD @ RT 1

Level Of Service:

E

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 0 0 0
Volume Module:				
Initial Vol:	33 1492 0	0 1409 12	2 0 29	0 0 0
Grade:	0%	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10
Final Vol.:	36 1492 0	0 1409 12	2 0 32	0 0 0
Critical Gap Module:				
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	5.4 xxxx xxxxx	5.4 xxxx xxxxx	7.7 7.2 6.3	xxxx xxxx xxxxx
Capacity Module:				
Cnflct Vol:	1421 xxxx xxxxx	1492 xxxx xxxxx	2943 2943 1427	xxxx xxxx xxxxx
Potent Cap.:	185 xxxx xxxxx	169 xxxx xxxxx	6 8 130	xxxx xxxx xxxxx
% Used Cap.:	19.6 xxxx xxxxx	0.0 xxxx xxxxx	37.9 0.0 24.5	xxxx xxxx xxxxx
Impedance:	0.84 xxxx xxxxx	1.00 xxxx xxxxx	xxxx 1.00 0.80	xxxx xxxx xxxxx
Actual Cap.:	185 xxxx xxxxx	169 xxxx xxxxx	5 7 130	xxxx xxxx xxxxx
Level Of Service Module:				
Unused Cap.:	149 xxxx xxxxx	169 xxxx xxxxx	3 7 98	xxxx xxxx xxxxx
LOS by Move:	D A A	D A A	E E E	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 49 xxxxx	xxxx xxxx xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 15 xxxxx	xxxx xxxx xxxxx
Shared LOS:	A A A	A A A	A E A	* * *

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

Intersection #10 TERRACE AVE @ RT 1

Level Of Service: F			
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign
Rights:	Include	Include	Include
Lanes:	0 0 1 0 1	1 0 1 0 0	0 0 0 0 0
Volume Module:			
Initial Vol:	0 1446 28	6 1425 0	0 0 0
Grade:	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10
Final Vol.:	0 1446 28	7 1425 0	0 0 0
Critical Gap Module:			
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	6.0 xxxx xxxx	6.0 xxxx xxxx	xxxx xxxx xxxx
Capacity Module:			
Conflict Vol:	1425 xxxx xxxx	1474 xxxx xxxx	xxxx xxxx xxxx
Potent Cap.:	143 xxxx xxxx	134 xxxx xxxx	xxxx xxxx xxxx
% Used Cap.:	0.0 xxxx xxxx	4.9 xxxx xxxx	xxxx xxxx xxxx
Impedance:	1.00 xxxx xxxx	0.96 xxxx xxxx	xxxx xxxx xxxx
Actual Cap.:	143 xxxx xxxx	134 xxxx xxxx	xxxx xxxx xxxx
Level Of Service Module:			
Unused Cap.:	143 xxxx xxxx	127 xxxx xxxx	xxxx xxxx xxxx
LOS by Move:	D A A	D A A	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx
Unused Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx
Shared LOS:	A A A	A A A	* * *

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

Intersection #11 GRANDVIEW BLVD @ RT 1

Level Of Service: F			
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign
Rights:	Include	Include	Include
Lanes:	0 0 1 0 1	1 0 1 0 0	0 0 0 0 0
Volume Module:			
Initial Vol:	0 1515 29	12 1397 0	0 0 0
Grade:	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10
Final Vol.:	0 1515 29	13 1397 0	0 0 0
Critical Gap Module:			
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	6.0 xxxx xxxx	6.0 xxxx xxxx	xxxx xxxx xxxx
Capacity Module:			
Conflict Vol:	1397 xxxx xxxx	1544 xxxx xxxx	xxxx xxxx xxxx
Potent Cap.:	149 xxxx xxxx	121 xxxx xxxx	xxxx xxxx xxxx
% Used Cap.:	0.0 xxxx xxxx	10.9 xxxx xxxx	xxxx xxxx xxxx
Impedance:	1.00 xxxx xxxx	0.91 xxxx xxxx	xxxx xxxx xxxx
Actual Cap.:	149 xxxx xxxx	121 xxxx xxxx	xxxx xxxx xxxx
Level Of Service Module:			
Unused Cap.:	149 xxxx xxxx	108 xxxx xxxx	xxxx xxxx xxxx
LOS by Move:	D A A	D A A	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx
Unused Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx
Shared LOS:	A A A	A A A	* * *

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

Intersection #12 KEHOE AVE @ RT 1

Level Of Service:

F

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 1 0 0	0 0 1 0 1	0 0 1 0 0	0 0 0 0 0
Volume Module:				
Initial Vol:	107 1441 0	0 1331 12	3 0 78	0 0 0
Grade:	0%	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10
Final Vol.:	118 1441 0	0 1331 12	3 0 86	0 0 0
Critical Gap Module:				
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	6.0 xxxx xxxxx	6.0 xxxx xxxxx	8.5 8.0 6.5	xxxx xxxx xxxxx
Capacity Module:				
Cnflct Vol:	1343 xxxx xxxxx	1441 xxxx xxxxx	2890 2890 1331	xxxx xxx: xxxxx
Potent Cap.:	161 xxxx xxxxx	140 xxxx xxxxx	4 6 149	xxxx xxx: xxxxx
% Used Cap.:	73.1 xxxx xxxxx	0.0 xxxx xxxxx	81.5 0.0 57.6	xxxx xxx: xxxxx
Impedance:	0.52 xxxx xxxxx	1.00 xxxx xxxxx	xxxx 1.00 0.63	xxxx xxx: xxxxx
Actual Cap.:	161 xxxx xxxxx	140 xxxx xxxxx	2 3 149	xxxx xxx: xxxxx
Level Of Service Module:				
Unused Cap.:	43 xxxx xxxxx	140 xxxx xxxxx	-1 3 63	xxxx xxxx xxxxx
LOS by Move:	E A A	D A A	F E E	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 41 xxxxx	xxxx xxxx xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx -48 xxxxx	xxxx xxxx xxxxx
Shared LOS:	A A A	A A A	A F A	* * *

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

Intersection #13 SPINDRIFT WAY @ RT 1

Level Of Service:

F

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 0 0	1 0 1 0 0	0 0 0 0 0	0 0 1 0 0
Volume Module:				
Initial Vol:	0 1268 57	28 1260 0	0 0 0	30 0 19
Grade:	0%	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10
Final Vol.:	0 1268 57	31 1260 0	0 0 0	33 0 21
Critical Gap Module:				
RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	5.5 xxxx xxxxx	5.5 xxxx xxxxx	xxxx xxxx xxxxx	8.0 7.5 6.5
Capacity Module:				
Cnflct Vol:	1260 xxxx xxxxx	1325 xxxx xxxxx	xxxx xxxx xxxxx	2587 2587 1554
Potent Cap.:	228 xxxx xxxxx	210 xxxx xxxxx	xxxx xxxx xxxxx	10 11 144
% Used Cap.:	0.0 xxxx xxxxx	14.7 xxxx xxxxx	xxxx xxxx xxxxx	335 0.0 14.5
Impedance:	1.00 xxxx xxxxx	0.88 xxxx xxxxx	xxxx xxxx xxxxx	xxxx 1.00 0.88
Actual Cap.:	228 xxxx xxxxx	210 xxxx xxxxx	xxxx xxxx xxxxx	9 9 144
Level Of Service Module:				
Unused Cap.:	228 xxxx xxxxx	179 xxxx xxxxx	xxxx xxxx xxxxx	-24 9 123
LOS by Move:	C A A	D A A	* * *	F E D
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 14 xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 40 xxxxx
Shared LOS:	A A A	A A A	* * *	A F A

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

Intersection #14 RUISSEAU FRANCAIS AVE @ RT 1

Level Of Service: F

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 0 0	1 0 1 0 0	0 0 0 0 0	0 0 1 0 0

Volume Module:

Initial Vol:	0 1216 62	23 1265 0	0 0 0 0	60 0 55
Grade:	0%	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10
Final Vol.:	0 1216 62	25 1265 0	0 0 0 0	66 0 61

Critical Gap Module:

RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	5.5 xxxx xxxxx	5.5 xxxx xxxxx	xxxx xxxx xxxxx	8.0 7.5 6.5

Capacity Module:

Cnflct Vol:	1265 xxxx xxxxx	1278 xxxx xxxxx	xxxx xxxx xxxxx	2537 2537 1309
Potent Cap.:	227 xxxx xxxxx	223 xxxx xxxxx	xxxx xxxx xxxxx	11 12 154
% Used Cap.:	0.0 xxxx xxxxx	11.3 xxxx xxxxx	xxxx xxxx xxxxx	616 0.0 39.4
Impedance:	1.00 xxxx xxxxx	0.91 xxxx xxxxx	xxxx xxxx xxxxx	xxxx 1.00 0.68
Actual Cap.:	227 xxxx xxxxx	223 xxxx xxxxx	xxxx xxxx xxxxx	10 11 154

Level Of Service Module:

Unused Cap.:	227 xxxx xxxxx	198 xxxx xxxxx	xxxx xxxx xxxxx	-56 11 93
LOS by Move:	C A A	D A A	* * *	F E E
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 18 xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx -109 xxxxx
Shared LOS:	A A A	A A A	* * *	A F A

Level Of Service Computation Report
1985 HCM Unsignalized Method

* Base Volume Alternative *

Intersection #15 MIRADA RD/ALTO AVE @ RT 1

Level Of Service: F

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 0 1 0	1 0 0 1 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Initial Vol:	28 1187 13	3 1220 16	14 0 3	15 0 24
Grade:	0%	0%	0%	0%
Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Truck/Combi:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adjustment:	1.10 1.00 1.00	1.10 1.00 1.00	1.10 1.10 1.10	1.10 1.10 1.10
Final Vol.:	31 1187 13	3 1220 16	15 0 3	17 0 26

Critical Gap Module:

RT Rad/Ang:	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg	20.0 ft/90.0 deg
Critical Gp:	6.0 xxxx xxxxx	6.0 xxxx xxxxx	8.5 8.0 6.5	8.5 8.0 6.5

Capacity Module:

Cnflct Vol:	1236 xxxx xxxxx	1200 xxxx xxxxx	2489 2462 1244	2467 2464 1207
Potent Cap.:	187 xxxx xxxxx	197 xxxx xxxxx	8 12 168	9 12 177
% Used Cap.:	16.5 xxxx xxxxx	1.7 xxxx xxxxx	185 0.0 2.0	190 0.0 14.9
Impedance:	0.87 xxxx xxxxx	0.99 xxxx xxxxx	xxxx 1.00 0.98	xxxx 1.00 0.88
Actual Cap.:	187 xxxx xxxxx	197 xxxx xxxxx	6 10 168	7 10 177

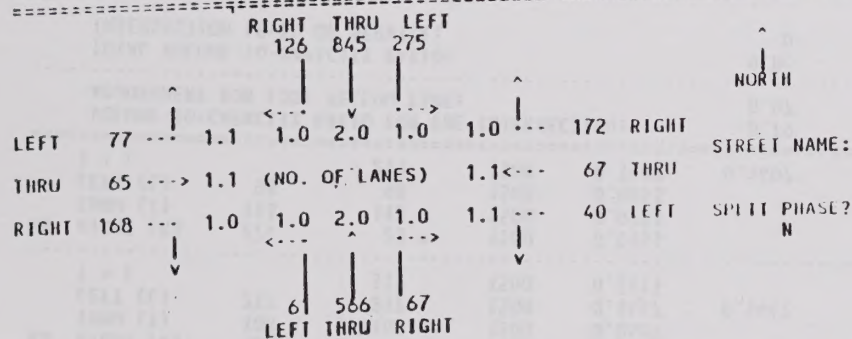
Level Of Service Module:

Unused Cap.:	156 xxxx xxxxx	193 xxxx xxxxx	-9 10 165	-9 10 151
LOS by Move:	D A A	D A A	F E D	F E D
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 8 xxxxx	xxxx 18 xxxxx
Unused Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx -11 xxxxx	xxxx -25 xxxxx
Shared LOS:	A A A	A A A	A F A	A F A

TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 5 and
COUNT DATE/TIME: PEAK HOUR: weekend
CONDITION: EXISTING (WEEKEND) FILE EX.GED



STREET NAME:		SPLIT PHASE? N			
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	67	0 *	1500	0.0000	0.1715
THRU (T)	566	566	3300	0.1715	
LEFT (L)	61	61	1500	0.0407	
SB RIGHT (R)	126	8 *	1500	0.0053	0.1833
THRU (T)	845	845	3300	0.2561	
LEFT (L)	275	275	1500	0.1833	
EB RIGHT (R)	168	58 *	1500	0.0387	0.0513
THRU (T)	65	65	1500	0.0433	
LEFT (L)	77	77	1500	0.0513	
T + L		142	1500	0.0947	
WB RIGHT (R)	172	0 *	1500	0.0000	0.0713
THRU (T)	67	67	1500	0.0447	
LEFT (L)	40	40	1500	0.0267	
T + L		107	1500	0.0713	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.48
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
INTERSECTION LEVEL OF SERVICE: A

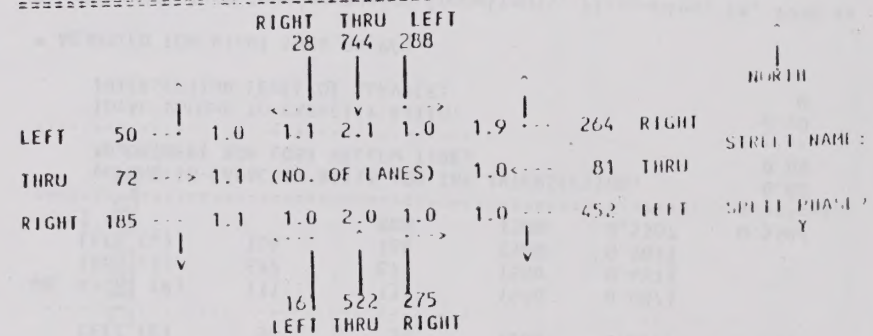
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 6 and
COUNT DATE/TIME: PEAK HOUR: weekend
CONDITION: EXISTING (WEEKEND) FILE EX.GED



STREET NAME:		SPLIT PHASE? N			
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	275	0 *	1500	0.0000	0.1073
THRU (T)	522	522	3300	0.1582	
LEFT (L)	161	161	1500	0.1073	
SB RIGHT (R)	28	28	1500	0.0187	0.2451
THRU (T)	744	744	3150	0.2362	
LEFT (L)	288	288	1500	0.1920	
T + R		772	3150	0.2451	
EB RIGHT (R)	185	185	1500	0.1233	0.1713
THRU (T)	72	72	1500	0.0480	
LEFT (L)	50	50	1500	0.0333	
T + R		257	1500	0.1713	
WB RIGHT (R)	264	264	1650	0.1600	0.3013
THRU (T)	81	81	1650	0.0491	
LEFT (L)	452	452	1500	0.3013	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.83
ADJUSTMENT FOR LOST YELLOW TIME: 0.05

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
INTERSECTION LEVEL OF SERVICE: D

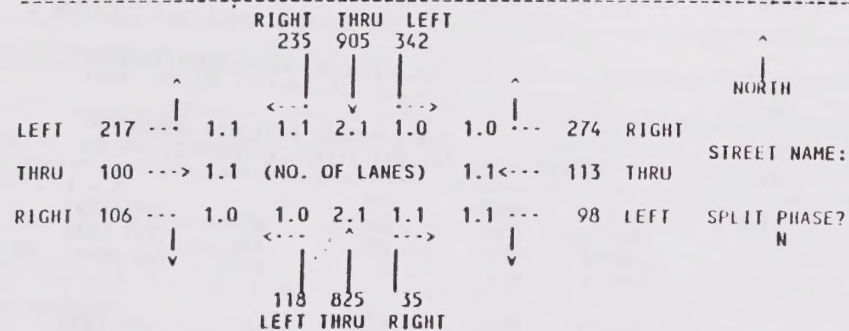
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 7 and
 COUNT DATE/TIME: PEAK HOUR: weekend
 CONDITION : EXISTING (WEEKEND) FILE EX.GEO



STREET NAME:			SPLIT PHASE? N			
MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	35	35	1500	0.0233	
	THRU (T)	825	825	3150	0.2619	
	LEFT (L)	118	118	1500	0.0787	
	T + R		860	3150	0.2730	0.2730
SB	RIGHT (R)	235	235	1500	0.1567	
	THRU (T)	905	905	3150	0.2873	
	LEFT (L)	342	342	1500	0.2280	
	T + R		1140	3150	0.3619	0.2280
EB	RIGHT (R)	106	0 *	1500	0.0000	
	THRU (T)	100	100	1500	0.0667	
	LEFT (L)	217	217	1500	0.1447	
	T + L		317	1500	0.2113	0.1447
WB	RIGHT (R)	274	23 *	1500	0.0153	
	THRU (T)	113	113	1500	0.0753	
	LEFT (L)	98	98	1500	0.0653	
	T + L		211	1500	0.1407	0.1407

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.79
 ADJUSTMENT FOR LOST YELLOW TIME: 0.07

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
 INTERSECTION LEVEL OF SERVICE: D

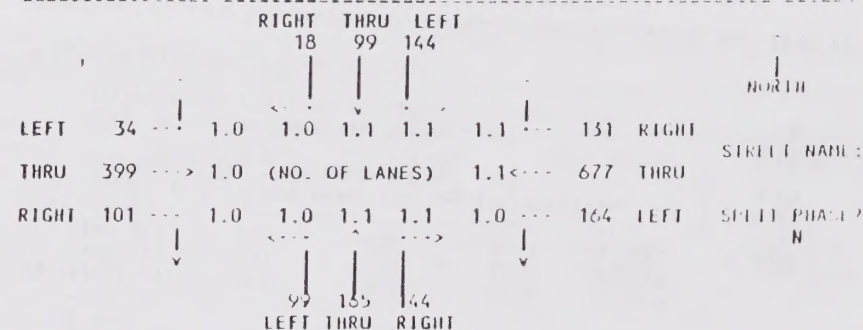
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 16 and
 COUNT DATE/TIME: PEAK HOUR: weekend
 CONDITION : EXISTING (WEEKEND) FILE EX.GEO



STREET NAME:			SPLIT PHASE? N		
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	144	144	1500	0.0960	
THRU (T)	165	165	1500	0.1100	
LEFT (L)	99	99	1500	0.0660	
T + R		309	1500	0.2060	0.2060
SB RIGHT (R)	18	0 *	1500	0.0000	
THRU (T)	99	99	1500	0.0660	
LEFT (L)	144	144	1500	0.0960	0.0960
T + L		243	1500	0.1620	
EB RIGHT (R)	101	0 *	1500	0.0000	
THRU (T)	399	399	1500	0.2668	
LEFT (L)	34	34	1500	0.0227	0.0227
WB RIGHT (R)	131	131	1500	0.0873	
THRU (T)	677	677	1500	0.4513	
LEFT (L)	164	164	1500	0.1093	
T + R		808	1500	0.5387	0.5387

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.86
 ADJUSTMENT FOR LOST YELLOW TIME: 0.04

TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
 INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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APPENDIX F

Traffic Signal Warrant Methodology

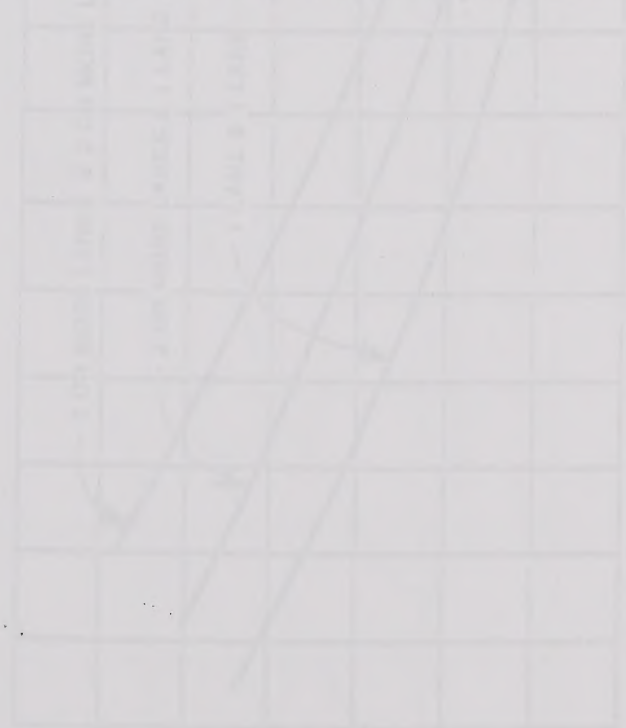
The Peak Hour Volume Warrant is intended for applications where traffic conditions are such that the flow of traffic is interrupted by a delay in the movement of traffic at the intersection.

The Peak Hour Volume Warrant is intended for applications where traffic conditions are such that the flow of traffic is interrupted by a delay in the movement of traffic at the intersection.

When the above conditions are met, a traffic signal warrant should be issued for the intersection. The warrant should be issued for the peak hour of traffic flow, and the warrant should be issued for the intersection.

APPENDIX F
TRAFFIC SIGNAL WARRANT METHODOLOGY

PEAK HOUR VOLUME WARRANT
URBAN AREAS



PEAK HOUR VOLUME WARRANT
SUBURBAN AREAS

NOTE: The warrant should be issued for the peak hour of traffic flow, and the warrant should be issued for the intersection.

APPENDIX F

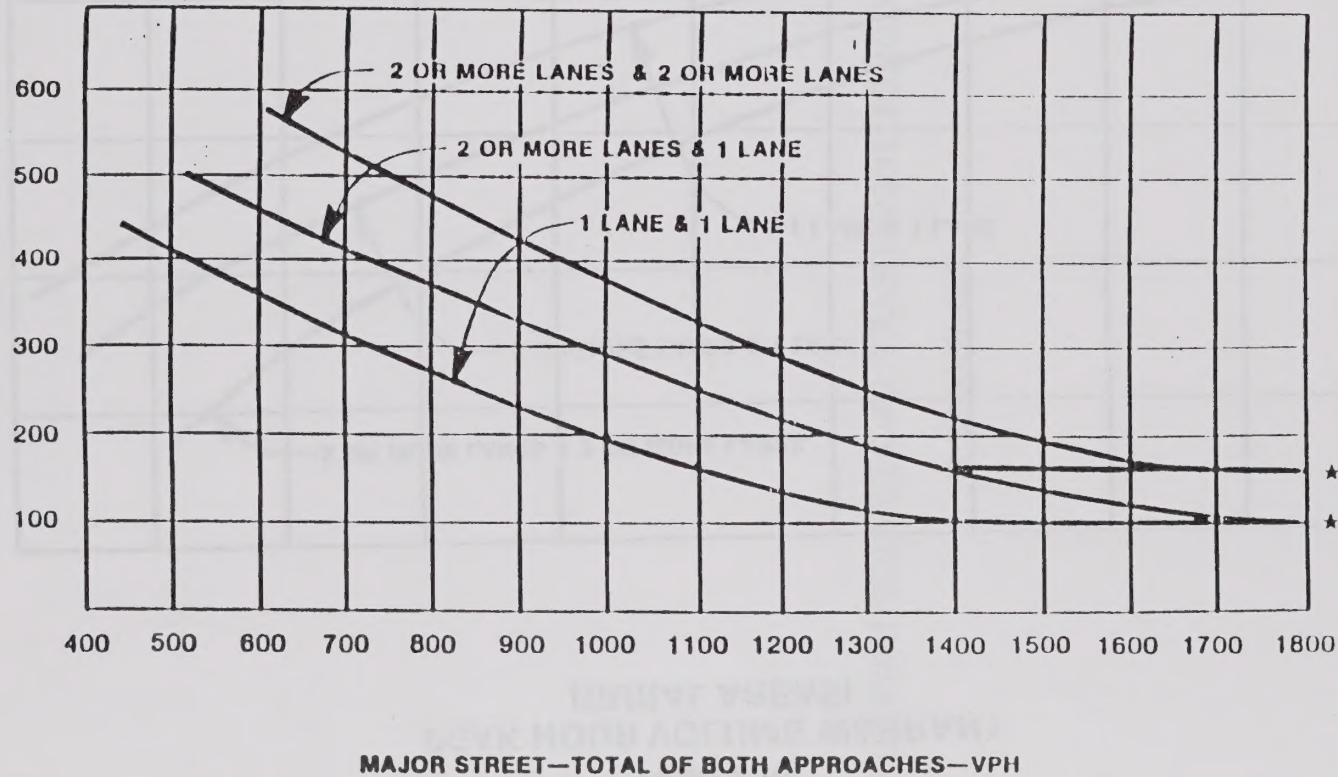
Traffic Signal Warrant Methodology

The Peak Hour Volume Warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street.

The peak hour volume warrant is satisfied when the plotted point, representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day, falls above the curve in Figure 9-2C for the existing combination of approach lanes.

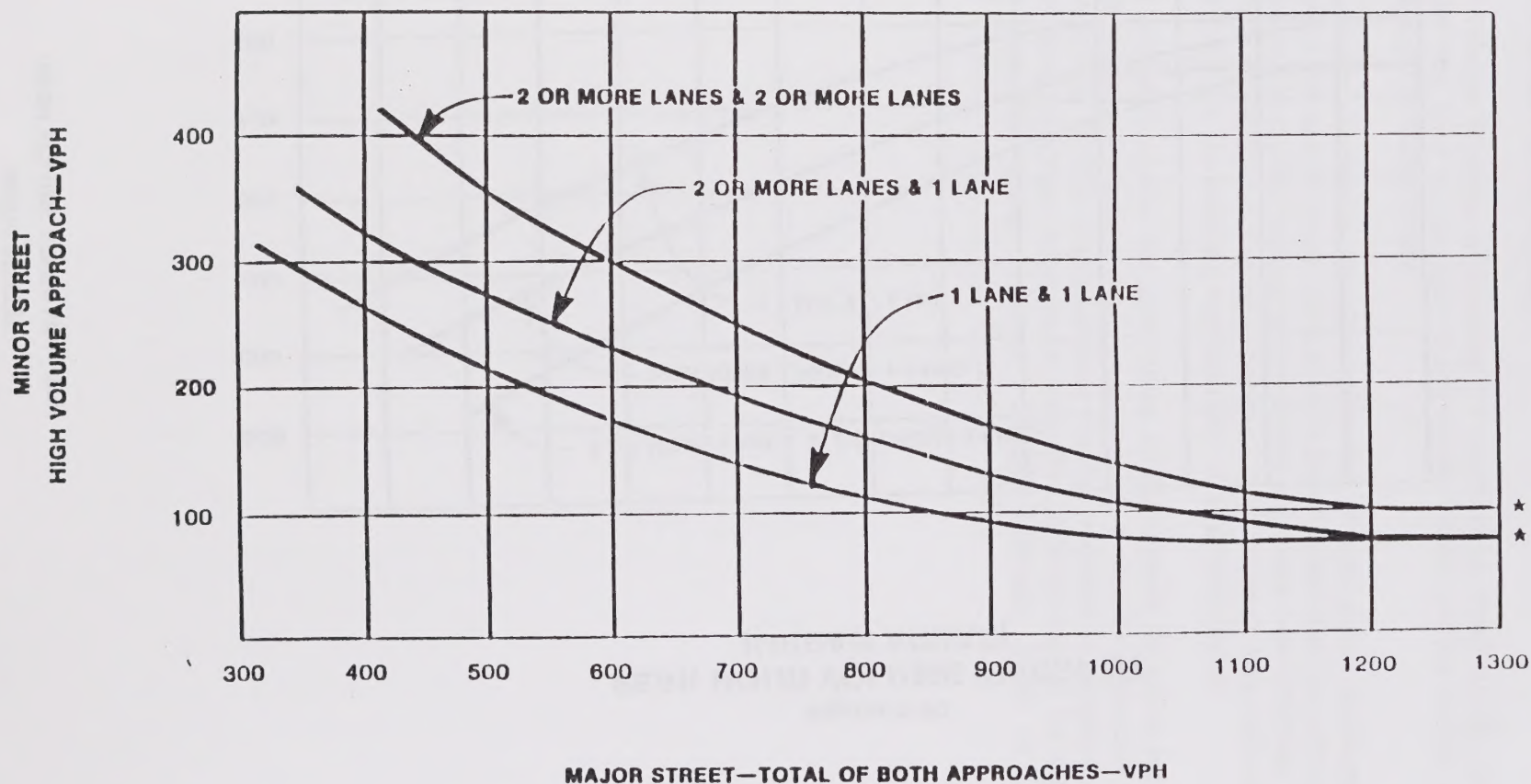
When the 85th percentile speed of major street traffic exceeds 40 miles per hour, or when the intersection lies within a built-up area of an isolated community having a population of less than 10,000, the peak hour volume warrant is satisfied when the plotted point, referred to above, falls above the curve in Figure 9-2D for the existing combination of approach lanes (source: *Traffic Manual*, State of California Department of Transportation, revised December 1986).

Figure 9-2C
PEAK HOUR VOLUME WARRANT
(URBAN AREAS)



★ NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-2D
**PEAK HOUR VOLUME WARRANT
 (RURAL AREAS)**



★ NOTE: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

APPENDIX G

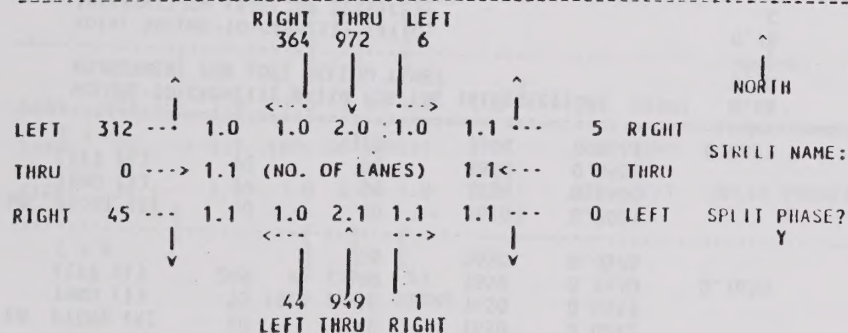
FUTURE CONDITIONS LEVEL OF SERVICE CALCULATIONS

WEEKDAY

TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 1 and
COUNT DATE/TIME:
CONDITION : FUTURE (WEEKDAY) FILE FUT2.GEO
PEAK HOUR: wkday



STREET NAME:			SPLIT PHASE? N		
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1	1	1650	0.0006	
THRU (T)	949	949	3375	0.2812	
LEFT (L)	44	44	1650	0.0267	0.0267
T + R		950	3375	0.2815	
SB RIGHT (R)	364	284 *	1650	0.1721	
THRU (T)	972	972	3450	0.2817	0.2817
LEFT (L)	6	6	1650	0.0036	
EB RIGHT (R)	45	45	1650	0.0273	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	312	312	1650	0.1891	0.1891
T + R		45	1650	0.0273	
WB RIGHT (R)	5	5	1650	0.0030	0.0030
THRU (T)	0	0	1650	0.0000	
LEFT (L)	0	0	1650	0.0000	
T + R		5	1650	0.0030	
T + L		0	1650	0.0000	
T + R + L		5	1650	0.0030	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.50
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.60
INTERSECTION LEVEL OF SERVICE: A

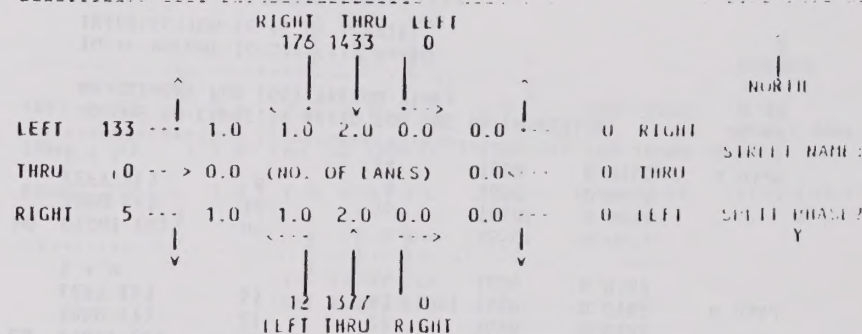
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 2 and
COUNT DATE/TIME:
CONDITION : FUTURE (WEEKDAY) FILE FUT2.GEO
PEAK HOUR: wkday



STREET NAME:			SPLIT PHASE? N		
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1377	1377	3450	0.3991	
LEFT (L)	12	12	1650	0.0073	0.0073
SB RIGHT (R)	176	96 *	1650	0.0582	
THRU (T)	1433	1433	3450	0.4154	0.4154
EB RIGHT (R)	5	0 *	1650	0.0000	
LEFT (L)	133	133	1650	0.0806	0.0806

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.50
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.60
INTERSECTION LEVEL OF SERVICE: A

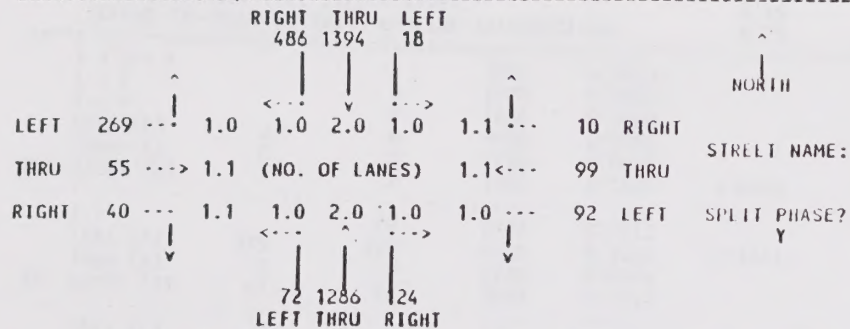
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 3 and
 COUNT DATE/TIME: PEAK HOUR: wkday
 CONDITION : FUTURE (WEEKDAY) FILE FUT2.GEO



STREET NAME:			SPLIT PHASE? N		
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	124	44 *	1650	0.0267	
THRU (T)	1286	1286	3450	0.3728	
LEFT (L)	72	72	1650	0.0436	0.0436
SB RIGHT (R)	486	406 *	1650	0.2461	
THRU (T)	1394	1394	3450	0.4041	0.4041
LEFT (L)	18	18	1650	0.0109	
EB RIGHT (R)	40	40	1650	0.0242	
THRU (T)	55	55	1650	0.0333	
LEFT (L)	269	269	1650	0.1630	0.1630
T + R		95	1650	0.0576	
WB RIGHT (R)	10	10	1650	0.0061	
THRU (T)	99	99	1650	0.0600	
LEFT (L)	92	92	1650	0.0558	
T + R		109	1650	0.0661	0.0661
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.68
ADJUSTMENT FOR LOST YELLOW TIME:					0.10
TOTAL VOLUME-TO-CAPACITY RATIO:					0.78
INTERSECTION LEVEL OF SERVICE:					C

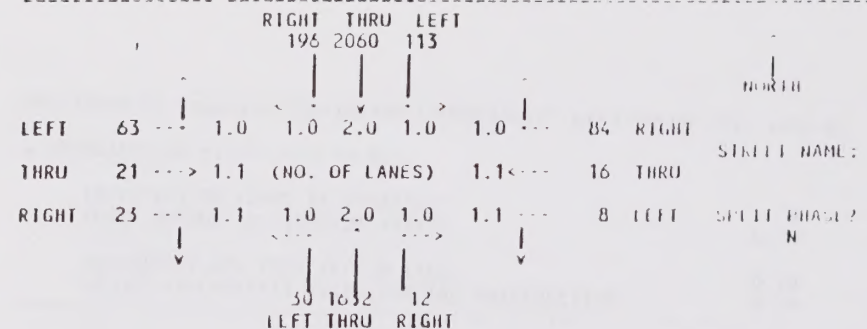
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 4 and
 COUNT DATE/TIME: PEAK HOUR: wkday
 CONDITION : FUTURE (WEEKDAY) FILE FUT2.GEO



STREET NAME:			SPLIT PHASE? N			
MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	12	0 *	1650	0.0000	
	THRU (T)	1632	1632	3450	0.4730	
	LEFT (L)	30	30	1650	0.0182	0.0182
SB	RIGHT (R)	196	116 *	1650	0.0703	
	THRU (T)	2060	2060	3450	0.5971	0.5971
	LEFT (L)	113	113	1650	0.0685	
EB	RIGHT (R)	23	23	1650	0.0139	
	THRU (T)	21	21	1650	0.0127	
	LEFT (L)	63	63	1650	0.0382	0.0382
	T + R		44	1650	0.0267	
WB	RIGHT (R)	84	4 *	1650	0.0024	
	THRU (T)	16	16	1650	0.0097	
	LEFT (L)	8	8	1650	0.0048	
	T + L		24	1650	0.0145	0.0145
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.67	
ADJUSTMENT FOR LOST YELLOW TIME:					0.10	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.77	
INTERSECTION LEVEL OF SERVICE:					C	

* ADJUSTED FOR RIGHT TURN ON RED

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1/29/92

		RIGHT		THRU		LEFT			
		187		2050		285			
		←		↓		→			
LEFT	225	1.0	1.0	2.0	1.0	1.0	215	RIGHT	
THRU	85	1.1	(NO. OF LANES)				81	THRU	STREET NAME:
RIGHT	34	1.1	1.0	2.0	1.0	1.0	125	LEFT	SPLIT PHASE?
		←		↑		→			
		49		1568		53			
		LEFT		THRU		RIGHT			

SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	53	0 *	1650	0.0000	0.4545
	THRU (T)	1568	1568	3450	0.4545	
	LEFT (L)	49	49	1650	0.0297	
SB	RIGHT (R)	187	107 *	1650	0.0648	0.1727
	THRU (T)	2050	2050	3450	0.5942	
	LEFT (L)	285	285	1650	0.1727	
EB	RIGHT (R)	34	34	1650	0.0206	0.1364
	THRU (T)	85	85	1650	0.0515	
	LEFT (L)	225	225	1650	0.1364	
	T + R		119	1650	0.0721	
WB	RIGHT (R)	215	135 *	1650	0.0818	0.0818
	THRU (T)	81	81	1725	0.0470	
	LEFT (L)	125	125	1650	0.0758	

TOTAL VOLUME-TO-CAPACITY RATIO:	0.89
INTERSECTION LEVEL OF SERVICE:	D

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17,222,222

		RIGHT		THRU		LEFT			
		27		1518		442			
		↓		↓		↓		NORTH	
LEFT	62	1.0	1.0	2.0	2.0	1.9	398	RIGHT	
THRU	43	1.0	(NO. OF LANES)				1.0	85	THRU
RIGHT	158	1.0	1.0	2.0	1.0	2.0	1057	LEFT	
		↓		↓		↓			
		124		1556		658			
		LEFT		THRU		RIGHT			

SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	638	558 *	1650	0.3382	0.5950
	THRU (T)	1356	1356	3450	0.5250	
	LEFT (L)	124	124	1650	0.0752	
SB	RIGHT (R)	27	0 *	1650	0.0000	0.1488
	THRU (T)	1518	1518	3450	0.4400	
	LEFT (L)	442	442	2970	0.1488	
EB	RIGHT (R)	159	78 *	1650	0.0473	0.0473
	THRU (T)	43	43	1725	0.0249	
	LEFT (L)	62	62	1650	0.0376	
WB	RIGHT (R)	598	398	1725	0.2307	0.3559
	THRU (T)	85	85	1725	0.0493	
	LEFT (L)	1057	1057	2970	0.3559	

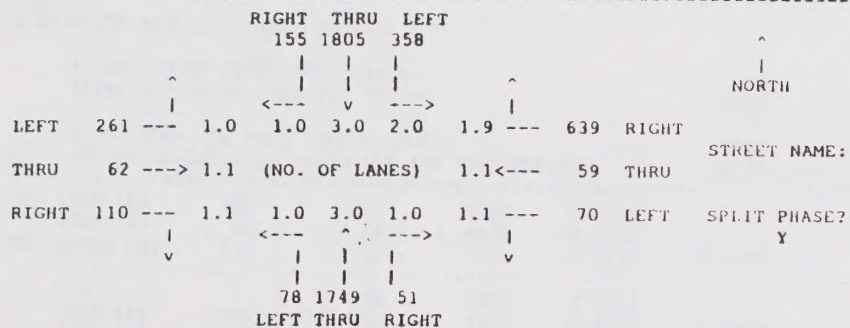
TOTAL VOLUME-TO-CAPACITY RATIO:	0.95
INTERSECTION LEVEL OF SERVICE:	E

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TJKM INTERSECTION CAPACITY ANALYSIS

1/6/92

INTERSECTION 7 and
COUNT DATE/TIME:
CONDITION : FUTURE (WEEKDAY) PEAK HOUR: WEND
FILE FUT2.GEO



STREET NAME:			SPLIT PHASE: N		
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	51	0 *	1650	0.0000	0.3380
THRU (T)	1749	1749	5175	0.3380	
LEFT (L)	78	78	1650	0.0473	
SB RIGHT (R)	155	0 *	1650	0.0000	0.1205
THRU (T)	1805	1805	5175	0.3488	
LEFT (L)	358	358	2970	0.1205	
EB RIGHT (R)	110	110	1650	0.0667	0.1582
THRU (T)	62	62	1650	0.0376	
LEFT (L)	261	261	1650	0.1582	
T + R		172	1650	0.1042	
WB RIGHT (R)	639	639	1725	0.3704	0.0782
THRU (T)	59	59	1650	0.0358	
LEFT (L)	70	70	1650	0.0424	
T + L		129	1650	0.0782	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

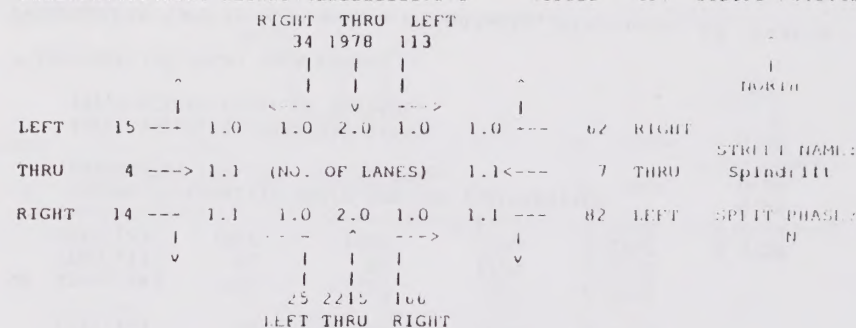
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/6/92

INTERSECTION 14 Route 1 and Spindrift
COUNT DATE/TIME:
CONDITION : FUTURE (WEEKDAY) PEAK HOUR: WEND
FILE FUT2.GEO



STREET NAME:		Route 1		SPLIT PHASE: N	
MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	CRITICAL V/C
NB	RIGHT (R)	166	45 *	1650	0.0150
	THRU (T)	2215	2215	3450	
	LEFT (L)	25	25	1650	
SB	RIGHT (R)	34	0 *	1650	0.0685
	THRU (T)	1978	1978	3450	
	LEFT (L)	113	113	1650	
EB	RIGHT (R)	14	14	1650	0.0091
	THRU (T)	4	4	1650	
	LEFT (L)	15	15	1650	
	T + R		18	1650	
WB	RIGHT (R)	62	0 *	1650	0.0539
	THRU (T)	7	7	1650	
	LEFT (L)	82	82	1650	
	T + L		89	1650	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.77
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
INTERSECTION LEVEL OF SERVICE: D

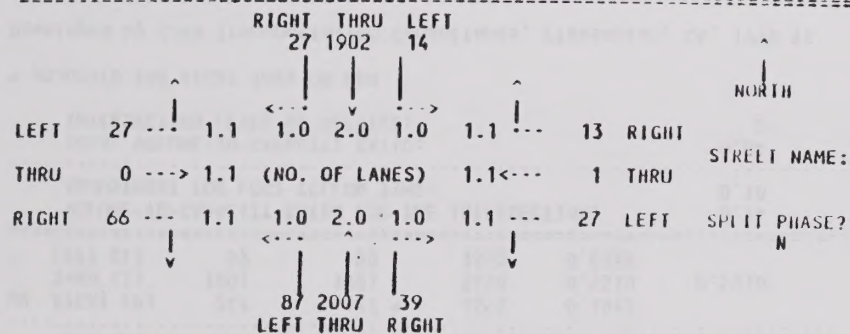
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 15 and
COUNT DATE/TIME:
CONDITION : FUTURE (WEEKDAY) PEAK HOUR: Wkday
FILE FUT2.GEO



STREET NAME:			SPLIT PHASE? N		
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	39	0 *	1650	0.0000	
THRU (T)	2007	2007	3450	0.5817	
LEFT (L)	87	87	1650	0.0527	0.0527
SB RIGHT (R)	27	0 *	1650	0.0000	
THRU (T)	1902	1902	3450	0.5513	0.5513
LEFT (L)	14	14	1650	0.0085	
EB RIGHT (R)	66	66	1650	0.0400	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	27	27	1650	0.0164	
T + R		66	1650	0.0400	
T + L		27	1650	0.0164	
T + R + L		93	1650	0.0564	0.0564
WB RIGHT (R)	13	13	1650	0.0079	
THRU (T)	1	1	1650	0.0006	
LEFT (L)	27	27	1650	0.0164	0.0164
T + R		14	1650	0.0085	
T + L		28	1650	0.0170	
T + R + L		41	1650	0.0248	
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.68
ADJUSTMENT FOR LOST YELLOW TIME:					0.10
TOTAL VOLUME-TO-CAPACITY RATIO:					0.78
INTERSECTION LEVEL OF SERVICE:					C

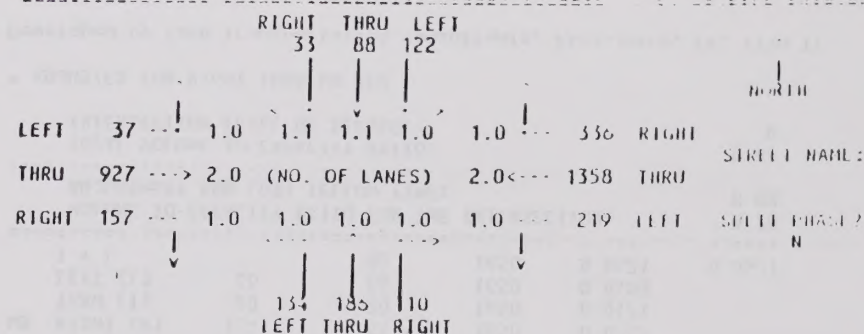
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 16 and
COUNT DATE/TIME:
CONDITION : FUTURE (WEEKDAY) PEAK HOUR: Wkday
FILE FUT2.GEO



STREET NAME:			SPLIT PHASE? N			
MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	110	30 *	1650	0.0182	
	THRU (T)	186	186	1725	0.1078	0.1078
	LEFT (L)	134	134	1650	0.0812	
SB	RIGHT (R)	33	33	1650	0.0200	
	THRU (T)	88	88	1650	0.0533	
	LEFT (L)	122	122	1650	0.0739	0.0739
	T + R		121	1650	0.0733	
EB	RIGHT (R)	157	77 *	1650	0.0467	
	THRU (T)	927	927	3450	0.2687	
	LEFT (L)	37	37	1650	0.0224	0.0224
WB	RIGHT (R)	336	256 *	1650	0.1552	
	THRU (T)	1358	1358	3450	0.3936	0.3936
	LEFT (L)	219	219	1650	0.1327	
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.60	
ADJUSTMENT FOR LOST YELLOW TIME:					0.10	
TOTAL VOLUME-TO-CAPACITY RATIO:					0.70	
INTERSECTION LEVEL OF SERVICE:					B	

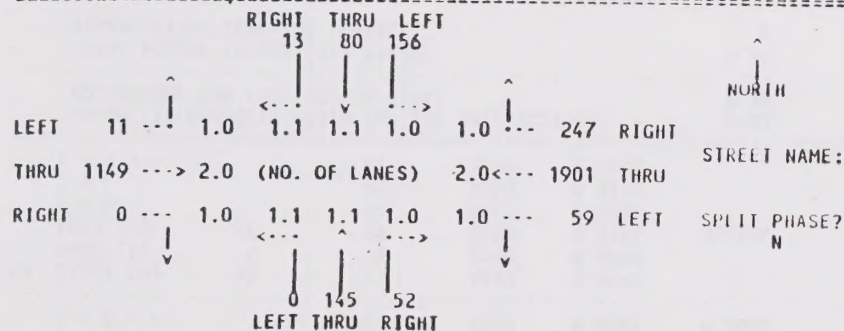
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 17 and
COUNT DATE/TIME:
CONDITION : FUTURE (WEEKDAY) PEAK HOUR: 4:00 PM FILE F012.GEO



STREET NAME:		SPLIT PHASE? Y				
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB RIGHT (R)	52	0 *	1650	0.0000	0.0879	
THRU (T)	145	145	1650	0.0879		
LEFT (L)	0	0	1650	0.0000		
T + L		145	1650	0.0879		
SB RIGHT (R)	13	13	1650	0.0079	0.0945	
THRU (T)	80	80	1650	0.0485		
LEFT (L)	156	156	1650	0.0945		
T + R		93	1650	0.0564		
EB RIGHT (R)	0	0	1650	0.0000	0.0067	
THRU (T)	1149	1149	3450	0.3330		
LEFT (L)	11	11	1650	0.0067		
WB RIGHT (R)	247	167 *	1650	0.1012	0.5510	
THRU (T)	1901	1901	3450	0.5510		
LEFT (L)	59	59	1650	0.0358		
T + L						

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.74
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
INTERSECTION LEVEL OF SERVICE: D

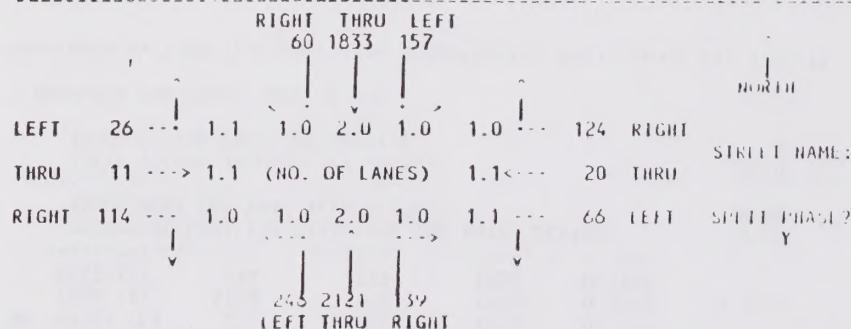
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 18 and
COUNT DATE/TIME:
CONDITION : FUTURE (WEEKDAY) PEAK HOUR: 4:00 PM FILE F012.GEO



STREET NAME:		SPLIT PHASE? N				
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C	
NB RIGHT (R)	139	59 *	1650	0.0358	0.6148	
THRU (T)	2121	2121	3450	0.6148		
LEFT (L)	245	245	1650	0.1491		
T + L						
SB RIGHT (R)	60	0 *	1650	0.0000	0.0952	
THRU (T)	1833	1833	3450	0.5315		
LEFT (L)	157	157	1650	0.0952		
T + R						
EB RIGHT (R)	114	34 *	1650	0.0206	0.0224	
THRU (T)	11	11	1650	0.0067		
LEFT (L)	26	26	1650	0.0158		
T + L		37	1650	0.0224		
WB RIGHT (R)	124	44 *	1650	0.0267	0.0521	
THRU (T)	20	20	1650	0.0121		
LEFT (L)	66	66	1650	0.0400		
T + L		86	1650	0.0521		

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.78
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
INTERSECTION LEVEL OF SERVICE: D

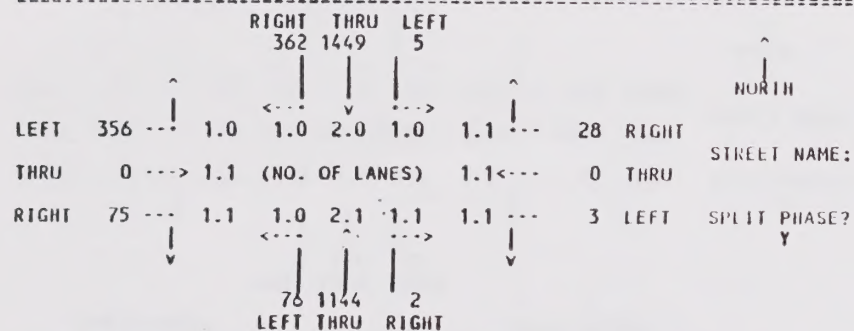
* ADJUSTED FOR RIGHT TURN ON RED

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WEEKEND

1/28/92

INTERSECTION 1 and
COUNT DATE/TIME: PEAK HOUR: weekend
CONDITION : FUTURE (WEEKEND) FILE FUT2.GEO



STREET NAME:

SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1650	0.0012	0.0461
	THRU (T)	1144	1144	3375	0.3390	
	LEFT (L)	76	76	1650	0.0461	
	T + R		1146	3375	0.3396	
SB	RIGHT (R)	362	282 *	1650	0.1709	0.4200
	THRU (T)	1449	1449	3450	0.4200	
	LEFT (L)	5	5	1650	0.0030	
EB	RIGHT (R)	75	75	1650	0.0455	0.2158
	THRU (T)	0	0	1650	0.0000	
	LEFT (L)	356	356	1650	0.2158	
	T + R		75	1650	0.0455	
WB	RIGHT (R)	28	28	1650	0.0170	0.0188
	THRU (T)	0	0	1650	0.0000	
	LEFT (L)	3	3	1650	0.0018	
	T + R		28	1650	0.0170	
	T + L		3	1650	0.0018	
	T + R + L		31	1650	0.0188	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.70
ADJUSTMENT FOR LOST YELLOW TIME:	0.10

TOTAL VOLUME-TO-CAPACITY RATIO:	0.80
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 2 and
COUNT DATE/TIME: PEAK HOUR: WEEKEND
CONDITION : FUTURE (WEEKEND) 1111 1012 610



STREET NAME:

SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
HB	THRU (T)	1437	1437	3450	0.4165	
	LEFT (L)	12	12	1650	0.0073	0.0073
SB	RIGHT (R)	108	28 *	1650	0.0170	
	THRU (T)	1871	1871	3450	0.5423	0.5423
EB	RIGHT (R)	10	0 *	1650	0.0000	
	LEFT (L)	88	88	1650	0.0533	0.0533

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.60
ADJUSTMENT FOR LOST YELLOW TIME:	0.10

TOTAL VOLUME-TO-CAPACITY RATIO:	0.70
INTERSECTION LEVEL OF SERVICE:	B

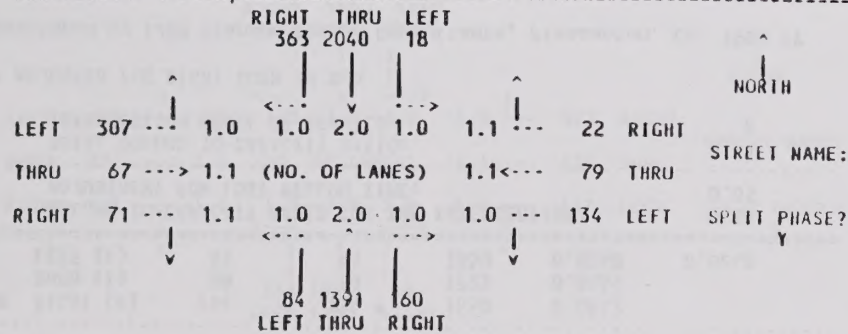
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 3 and
COUNT DATE/TIME:
CONDITION : FUTURE (WEEKEND) PEAK HOUR: weekend
FILE FUT2.GEO



STREET NAME:			SPLIT PHASE? N		
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	160	80 *	1650	0.0485	
THRU (T)	1391	1391	3450	0.4032	
LEFT (L)	84	84	1650	0.0509	0.0509
SB RIGHT (R)	363	283 *	1650	0.1715	
THRU (T)	2040	2040	3450	0.5913	0.5913
LEFT (L)	18	18	1650	0.0109	
EB RIGHT (R)	71	71	1650	0.0430	
THRU (T)	67	67	1650	0.0406	
LEFT (L)	307	307	1650	0.1861	0.1861
T + R		138	1650	0.0836	
WB RIGHT (R)	22	22	1650	0.0133	
THRU (T)	79	79	1650	0.0479	
LEFT (L)	134	134	1650	0.0812	0.0812
T + R		101	1650	0.0612	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.91
ADJUSTMENT FOR LOST YELLOW TIME: 0.01

TOTAL VOLUME-TO-CAPACITY RATIO: 0.92
INTERSECTION LEVEL OF SERVICE: E

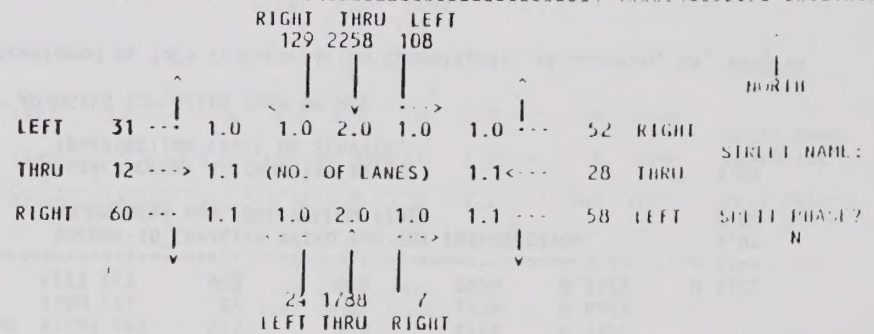
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 4 and
COUNT DATE/TIME:
CONDITION : FUTURE (WEEKEND) PEAK HOUR: weekend
FILE F012.GEO



STREET NAME:			SPLIT PHASE? N			
=====			=====			
MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	7	0 *	1650	0.0000	
	THRU (T)	1788	1788	3450	0.5183	
	LEFT (L)	24	24	1650	0.0145	0.0145
SB	RIGHT (R)	129	49 *	1650	0.0297	
	THRU (T)	2258	2258	3450	0.6545	0.6545
	LEFT (L)	108	108	1650	0.0655	
EB	RIGHT (R)	60	60	1650	0.0364	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	31	31	1650	0.0188	
	T + R		72	1650	0.0436	0.0436
WB	RIGHT (R)	52	0 *	1650	0.0000	
	THRU (T)	28	28	1650	0.0170	
	LEFT (L)	58	58	1650	0.0352	0.0352
	T + L		86	1650	0.0521	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.75
ADJUSTMENT FOR LOST YELLOW TIME: 0.09

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
INTERSECTION LEVEL OF SERVICE: D

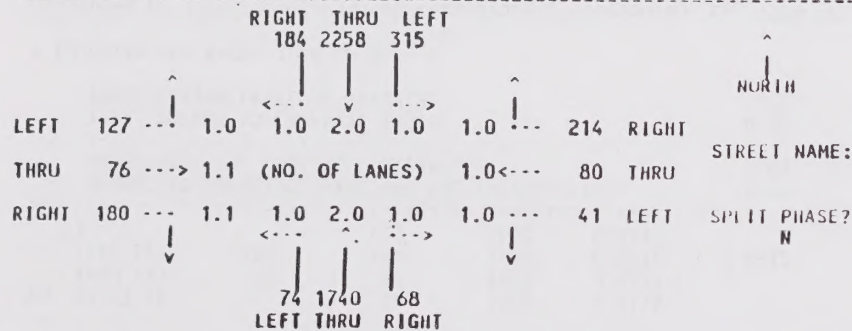
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/29/92

INTERSECTION 5 and
COUNT DATE/TIME: PEAK HOUR: VEHND
CONDITION : FUTURE (WEEKEND) FILE fut2.geo



STREET NAME: SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	68	0 *	1650	0.0000	
THRU (T)	1740	1740	3450	0.5043	
LEFT (L)	74	74	1650	0.0448	0.0448
SB RIGHT (R)	184	104 *	1650	0.0630	
THRU (T)	2258	2258	3450	0.6545	0.6545
LEFT (L)	315	315	1650	0.1909	
EB RIGHT (R)	180	180	1650	0.1091	
THRU (T)	76	76	1650	0.0461	
LEFT (L)	127	127	1650	0.0770	
T + R		256	1650	0.1552	0.1552
WB RIGHT (R)	214	134 *	1650	0.0812	
THRU (T)	80	80	1725	0.0464	
LEFT (L)	41	41	1650	0.0248	0.0248

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.88
ADJUSTMENT FOR LOST YELLOW TIME: 0.03

TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
INTERSECTION LEVEL OF SERVICE: E

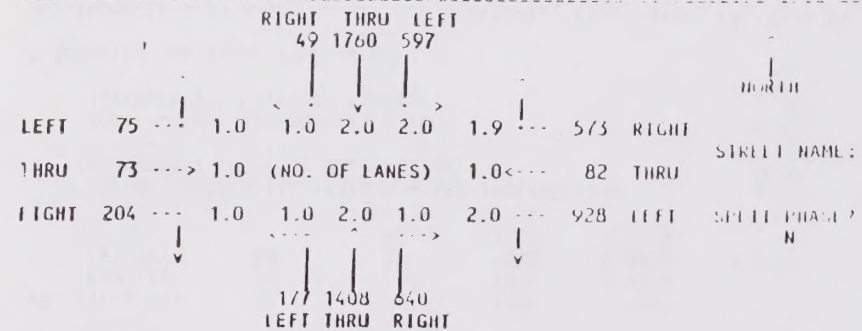
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/29/92

INTERSECTION 6 and
COUNT DATE/TIME: PEAK HOUR: VEHND
CONDITION : FUTURE (WEEKEND) FILE fut2.geo



STREET NAME: SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	640	560 *	1650	0.3394	
THRU (T)	1408	1408	3450	0.4081	
LEFT (L)	177	177	1650	0.1073	0.1073
SB RIGHT (R)	49	0 *	1650	0.0000	
THRU (T)	1760	1760	3450	0.5101	0.5101
LEFT (L)	597	597	2970	0.2010	
EB RIGHT (R)	204	124 *	1650	0.0752	0.0752
THRU (T)	73	73	1725	0.0423	
LEFT (L)	75	75	1650	0.0455	
WB RIGHT (R)	573	573	1725	0.3322	
THRU (T)	82	82	1725	0.0475	
LEFT (L)	928	928	2970	0.3125	0.3125

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.01
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

TOTAL VOLUME-TO-CAPACITY RATIO: 1.01
INTERSECTION LEVEL OF SERVICE: F

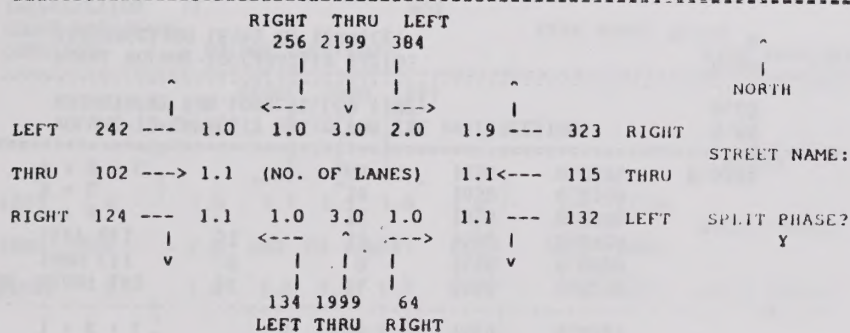
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

7/6/92

INTERSECTION 7 and
COUNT DATE/TIME:
CONDITION : FUTURE (WEEKEND) PEAK HOUR: WEND
FILE FUT2.GEO



STREET NAME:

SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	64	0 *	1650	0.0000	
THRU (T)	1999	1999	5175	0.3863	0.3863
LEFT (L)	134	134	1650	0.0812	
SB RIGHT (R)	256	55 *	1650	0.0333	
THRU (T)	2199	2199	5175	0.4249	
LEFT (L)	384	384	2970	0.1293	0.1293
EB RIGHT (R)	124	124	1650	0.0752	
THRU (T)	102	102	1650	0.0618	
LEFT (L)	242	242	1650	0.1467	0.1467
T + R		226	1650	0.1370	
WB RIGHT (R)	323	323	1725	0.1872	
THRU (T)	115	115	1650	0.0697	
LEFT (L)	132	132	1650	0.0800	
T + L		247	1650	0.1497	0.1497

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.81
ADJUSTMENT FOR LOST YELLOW TIME: 0.06

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

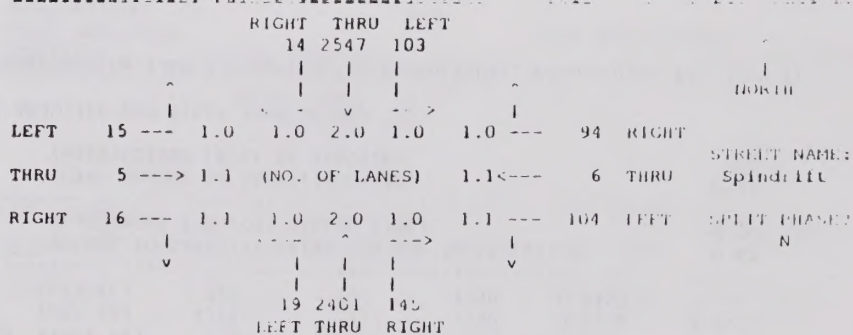
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

7/6/92

INTERSECTION 13 Route 1 and Spindrift
COUNT DATE/TIME:
CONDITION : FUTURE (WEEKEND) PEAK HOUR: WEND
FILE FUT2.GEO



STREET NAME: Route 1

SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	14	13 *	1650	0.0079	
THRU (T)	2401	2401	3450	0.6959	0.6959
LEFT (L)	19	19	1650	0.0115	
SB RIGHT (R)	14	0 *	1650	0.0000	
THRU (T)	2547	2547	3450	0.7383	
LEFT (L)	103	103	1650	0.0624	0.0624
EB RIGHT (R)	16	16	1650	0.0097	
THRU (T)	5	5	1650	0.0030	
LEFT (L)	15	15	1650	0.0091	0.0091
T + R		21	1650	0.0127	
WB RIGHT (R)	94	0 *	1650	0.0000	
THRU (T)	6	6	1650	0.0036	
LEFT (L)	104	104	1650	0.0630	
T + L		110	1650	0.0667	0.0667

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.83
ADJUSTMENT FOR LOST YELLOW TIME: 0.05

TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
INTERSECTION LEVEL OF SERVICE: D

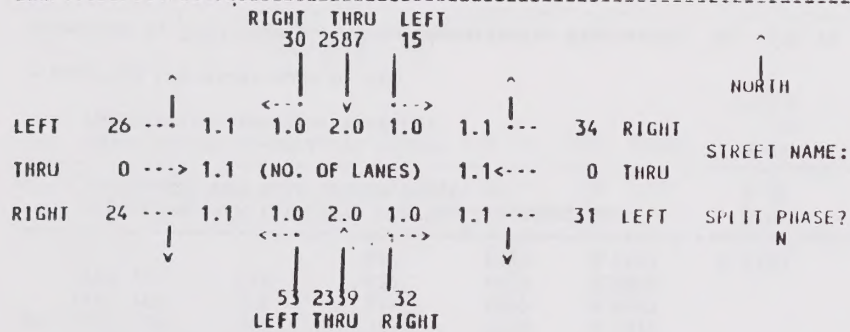
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 15 and
 COUNT DATE/TIME: PEAK HOUR: weekend
 CONDITION : FUTURE (WEEKEND) FILE FUT2.GEO



STREET NAME:		SPLIT PHASE? N			
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	32	0 *	1650	0.0000	
THRU (T)	2339	2339	3450	0.6780	
LEFT (L)	53	53	1650	0.0321	0.0321
SB RIGHT (R)	30	0 *	1650	0.0000	
THRU (T)	2587	2587	3450	0.7499	0.7499
LEFT (L)	15	15	1650	0.0091	
EB RIGHT (R)	24	24	1650	0.0145	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	26	26	1650	0.0158	0.0158
T + R		24	1650	0.0145	
T + L		26	1650	0.0158	
T + R + L		50	1650	0.0303	
WB RIGHT (R)	34	34	1650	0.0206	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	31	31	1650	0.0188	
T + R		34	1650	0.0206	
T + L		31	1650	0.0188	
T + R + L		65	1650	0.0394	0.0394
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:				0.84	
ADJUSTMENT FOR LOST YELLOW TIME:				0.05	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.89	
INTERSECTION LEVEL OF SERVICE:				D	

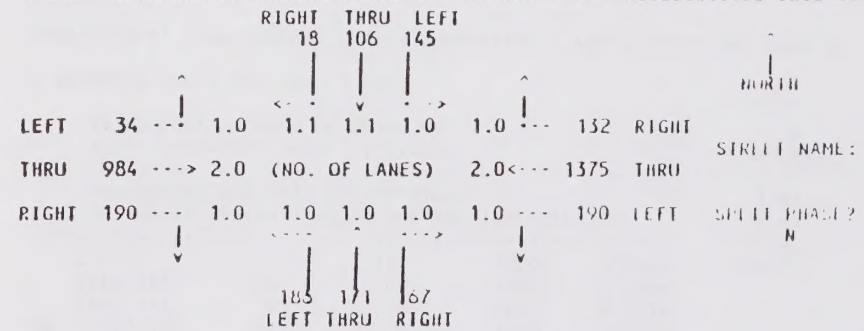
* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 16 and
 COUNT DATE/TIME: PEAK HOUR:
 CONDITION : FUTURE (WEEKEND) FILE FUT2.GEO



STREET NAME:		SPLIT PHASE? N			
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	18	87 *	1650	0.0527	
THRU (T)	106	171	1725	0.0991	
LEFT (L)	145	185	1650	0.1127	0.1127
SB RIGHT (R)	34	18	1650	0.0109	
THRU (T)	984	106	1650	0.0642	
LEFT (L)	190	145	1650	0.0879	
T + R		124	1650	0.0752	0.0752
EB RIGHT (R)	132	110 *	1650	0.0667	
THRU (T)	1375	984	3450	0.2852	
LEFT (L)	190	34	1650	0.0206	0.0206
WB RIGHT (R)	52	52 *	1650	0.0315	
THRU (T)	1375	1375	3450	0.3986	0.3986
LEFT (L)	190	190	1650	0.1152	
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:				0.61	
ADJUSTMENT FOR LOST YELLOW TIME:				0.10	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.71	
INTERSECTION LEVEL OF SERVICE:				C	

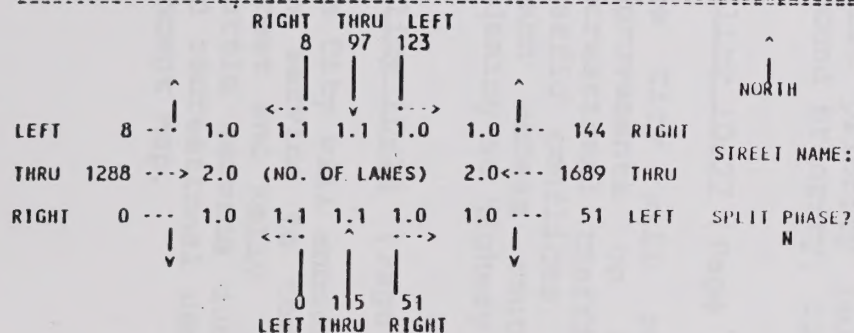
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 17 and
COUNT DATE/TIME: PEAK HOUR: wkend
CONDITION : FUTURE (WEEKEND) FILE FUT2.GEO



STREET NAME:		SPLIT PHASE? Y			
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	51	0 *	1650	0.0000	0.0697
THRU (T)	115	115	1650	0.0697	
LEFT (L)	0	0	1650	0.0000	
T + L		115	1650	0.0697	
SB RIGHT (R)	8	8	1650	0.0048	0.0745
THRU (T)	97	97	1650	0.0588	
LEFT (L)	123	123	1650	0.0745	
T + R		105	1650	0.0636	
EB RIGHT (R)	0	0	1650	0.0000	0.0048
THRU (T)	1288	1288	3450	0.3733	
LEFT (L)	8	8	1650	0.0048	
WB RIGHT (R)	144	64 *	1650	0.0388	0.4896
THRU (T)	1689	1689	3450	0.4896	
LEFT (L)	51	51	1650	0.0309	
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:				0.64	
ADJUSTMENT FOR LOST YELLOW TIME:				0.10	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.74	
INTERSECTION LEVEL OF SERVICE:				C	

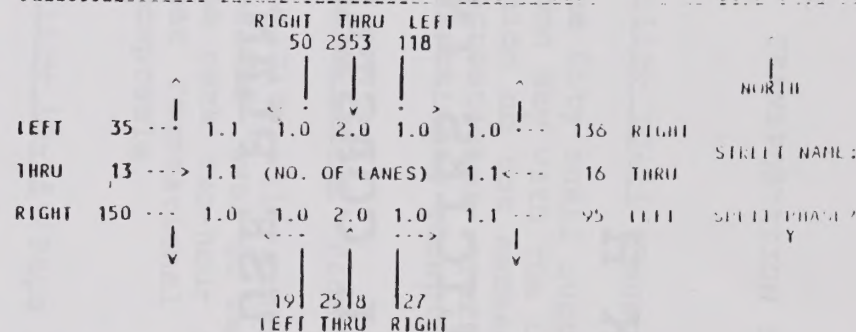
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS

1/28/92

INTERSECTION 18 and
COUNT DATE/TIME: PEAK HOUR: WKEND
CONDITION : FUTURE (WEEKEND) FILE FUT2.GEO



STREET NAME:		SPLIT PHASE? N			
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	127	47 *	1650	0.0285	0.1158
THRU (T)	2518	2518	3450	0.7299	
LEFT (L)	191	191	1650	0.1158	
SB RIGHT (R)	50	0 *	1650	0.0000	0.7400
THRU (T)	2553	2553	3450	0.7400	
LEFT (L)	118	118	1650	0.0715	
EB RIGHT (R)	150	70 *	1650	0.0424	0.0424
THRU (T)	13	13	1650	0.0079	
LEFT (L)	35	35	1650	0.0212	
T + L		48	1650	0.0291	
WB RIGHT (R)	136	56 *	1650	0.0339	0.0673
THRU (T)	16	16	1650	0.0097	
LEFT (L)	95	95	1650	0.0576	
T + L		111	1650	0.0673	
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:				0.97	
ADJUSTMENT FOR LOST YELLOW TIME:				0.00	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.97	
INTERSECTION LEVEL OF SERVICE:				E	

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

APPENDIX H

TRANSPORTATION POLICIES IN THE CERTIFIED LOCAL COASTAL PROGRAM/LAND USE PLAN

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TRANSPORTATION POLICIES IN THE CERTIFIED LOCAL COASTAL PROGRAM/LAND USE PLAN

Policy 10-24 (Page 192)

The City shall support expansion of highways connecting Half Moon Bay with the remainder of San Mateo County to capacities which do not exceed that needed to accommodate commuter or recreational traffic required at Plan build-out, while maintaining accepted standards of traffic safety.

Policy 10-25 (Page 192)

The City will support the use of Level of Service C as the desired level of service on Highways 1 and 92, except during the peak two-hour commuting period and the ten-day average peak recreational hour when Level of Service E will be acceptable.

Policy 10-26 (Page 192)

The City will support improvements to Highways 1 and 92 outside the City, including phased increases in capacity. First priority being safety improvements to Highway 92; second priority, construction of Devil's Slide bypass.

Policy 10-27 (Page 192)

The City will recommend to CalTrans installation of improvements on Highway 1 to improve safety and recreational traffic flow and minimize local and visitor traffic conflicts, including signs and left-turn bays at beach access routes. Request CalTrans undertake the widening of Highway 1 to four lanes within the City.

Policy 10-28 (Page 192)

The City will encourage SamTrans to provide weekend arterial bus service to the Half Moon Bay State Beach along Main Street and Kelly Avenue and to consider a downtown-beach shuttle service during periods of peak visitor attraction and recreational use as shown on the Access and Circulation Concept Map.

Policy 10-29 (Page 192)

The City will encourage and seek to provide additional parking capacity with a portion reserved for remote parking to serve a transit shuttle service to the beach, and request the high school to make available its parking facilities as feasible. Seek to locate a suitable transit terminal in or near the City such as the southerly terminus of the proposed Devil's Slide bypass.

Policy 10-30 (Page 192)

The City will require that CalTrans, in connection with improvements to Highways 1 and 92 in the City, provide adjacent facilities for bicycles and pedestrians. When the facilities are adjacent to each other, there shall be a physical barrier.

Policy 10-31 (Page 193)

The City will require participation in an assessment district for properties for which new development is approved in accordance with this Plan along the designated Foothill Boulevard alignment, as indicated on the Land Use Plan Map, in order to provide funding for this new coastal access and bypass route. This roadway shall provide for through-traffic and local street connections shall be minimized to the extent feasible and on-street parking shall not be allowed.

Policy 10-32 (Page 193)

The City shall require, as a condition of approved private development, the improvement or financial participation in the improvement of all primary and secondary beach access routes indicated on the Land Use Plan Map where development is permitted adjacent to such access route or is served by it.

Policy 10-33 (Page 193)

The City will enforce parking regulations on beach access routes which are City streets.

Policy 10-34 (Page 193)

The City will limit access to new development from designated beach access routes. Highways 1 and 92, except where no alternative access is possible, consistent with public safety and enhanced circulation of visitors and residents.

Policy 10-35 (Page 193)

The City shall seek to improve east-west connections between the downtown core and nearby neighborhoods which will alleviate resident traffic on Highway 1 and shall install traffic diverters to achieve a greater separation of local and visitor traffic.

Policy 10-36 (Page 193)

The City will not permit a north-south roadway to be constructed in the regional recreation area, but will encourage the phased provision of a trail between Kelly Avenue and Venice Avenue usable for beach management and by horses, bicycles, and pedestrians to improve visitor access to beach facilities, if it is determined that there will be no significant adverse effect on the mouth of Pilarcitos Creek.

Policy 10-37 Page 193 & 194)

The City encourages the expansion of Highway 92 to four lanes by 1990, should the expected traffic impacts of the Ox Mountain regional disposal site and Lone Star Quarry warrant it. Should this expansion become necessary, it should not be to freeway standards, though it may use sections of the modified freeway alignment if it is determined physically, economically, or environmentally infeasible to widen the existing alignment to four lanes. A possible alternative solution may be a separate service road for truck traffic to Ox Mountain and the Lone Star Quarry. This service road could also be used for emergency and overflow tourist traffic during weekends and holidays. A second possible alternate solution is the use of some other means of transporting said solid waste to Ox Mountain, e.g. a conveyor system.

APPENDIX I

RESOLUTION OF ADOPTION

WHEREAS. the Traffic Study prepared by TJKM Transportation Consultants was used as the basis for the Draft Circulation Element; and

WHEREAS. the Planning Commission conducted duly noticed public hearings on February 13, 1992, and February 27, 1992, to review the contents of the Draft Circulation Element; and

WHEREAS. the Planning Commission received testimony addressing the issues, concepts, and proposed improvements in the Draft Circulation Element from all those in attendance at the public hearings desiring to be heard; and

WHEREAS. the Planning Commission determined that the Draft Circulation Element, with the suggested modifications, was in conformance with the Certified Local Coastal Program Land Use Plan/General Plan and met the requirements of the California Government Code; and

WHEREAS. the Planning Commission unanimously adopted Resolution P-01-92, recommending that the City Council adopt the Draft Circulation Element; and

WHEREAS. the City Council conducted duly noticed public hearings on March 17, 1992, April 7, 1992, and April 21, 1992, June 16, 1992, and July 7, 1992, and a joint Planning Commission/City Council workshop was held on May 28, 1992, to review the contents of the Draft Circulation Element; and

WHEREAS. the City Council received written and oral testimony addressing the issues, concepts, and proposed improvements in the Draft Circulation Element from all those in attendance at the public hearings desiring to be heard; and

WHEREAS. the City Council determined that the Draft Circulation Element, as amended during the public hearing process, was in conformance with the Certified Local Coastal Program Land Use Plan/General Plan and meets the requirements of the California Government Code; and

WHEREAS. an Initial Study and Negative Declaration was prepared and distributed through the State Clearinghouse in accordance with the California Environmental Quality Act and City Policy and notice of the preparation of the Initial Study and Negative Declaration was published in the local general circulation newspaper; and

WHEREAS. no State Agency commented on the Initial Study or Negative Declaration; and

WHEREAS. a letter was submitted by a resident commenting on the Draft Circulation Element and Negative Declaration; and

WHEREAS. the City Council considered the content of the Initial Study and Negative Declaration and the comment received as a part of the review of the Circulation Element.

RESOLUTION NO. C-32-92

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY ADOPTING THE CIRCULATION ELEMENT OF THE GENERAL PLAN AND THE ACCEPTANCE OF A NEGATIVE DECLARATION (GENERAL PLAN AMENDMENT GPA-01-92)

WHEREAS, the City of Half Moon Bay Local Coastal Program Land Use Plan and General Plan were adopted and certified as a single document in 1985; and

WHEREAS, subsequent to the adoption and certification of the Half Moon Bay Local Coastal Program Land Use Plan and General Plan as a single document, the complexities of administering a single document that satisfied the conflicting requirements of the California Coastal Act and the California Government Code became apparent; and

WHEREAS, the City Council of the City of Half Moon Bay initiated the process of revising and updating its Certified Local Coastal Program Land Use Plan/General Plan in April of 1990; and

WHEREAS, as directed by the City Council, the process of revising and updating of the Land Use Plan/General Plan included the preparation and adoption of separate mandatory and non-mandatory Elements as necessary and appropriate to address specific issues; and

WHEREAS, it is the stated intent of the City Council to adopt separate Housing, Noise, Safety, Parks and Recreation, and Circulation Elements of the General Plan, and that the Certified Local Coastal Program Land Use Plan shall meet the requirements of the California Coastal Act and conform with the California Government Code requirements for the Open Space, Conservation, and Land Use Elements of the City of Half Moon Bay General Plan; and

WHEREAS, the City Council has recently adopted separate Housing, Noise, Safety, and Parks and Recreation Elements to meet the standards and requirements of the California Government Code as well as implement applicable Policies of the Certified Local Coastal Program Land Use Plan; and

WHEREAS, in order to effectively address traffic and circulation issues, the City Council directed the preparation of a separate Circulation Element implementing the Transportation Policies of the Certified Local Coastal Program Land Use Plan; and

WHEREAS, the intent of the Circulation Element is to provide for a more comprehensive and detailed description of the future roadway network in the City based upon build-out under the current Land Use Plan/General Plan; and

WHEREAS, the City retained the services of TJKM Transportation Consultants to prepare a comprehensive Traffic Study for the City; and

NOW, THEREFORE. BE IT RESOLVED that the City Council hereby adopts the Circulation Element attached as Exhibit A hereto.

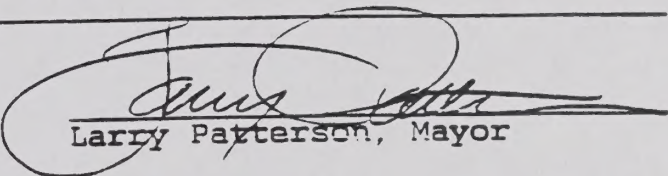
ADOPTED on the 7th day of July, 1992, by the following vote of the City Council, to wit:

AYES, Councilmembers: Iverson, Ruddock, Pastorino, Patridge
and Mayor Patterson _____

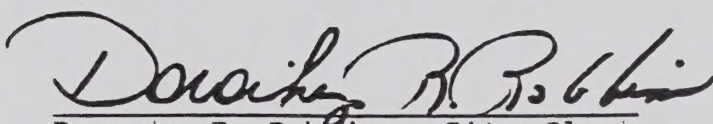
NOES, Councilmembers: _____

ABSENT, Councilmembers: _____

ABSTAIN, Councilmembers: _____


Larry Patterson, Mayor

ATTEST:


Dorothy R. Robbins, City Clerk

